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ISSUE **229**  
JAN 2016  
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76-51mm



**\$41.86**

Silicone Hose  
Reducer Elbow  
45 Degrees  
102-95mm



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Reducer Elbow  
90 Degrees  
51-45mm



**\$41.86**

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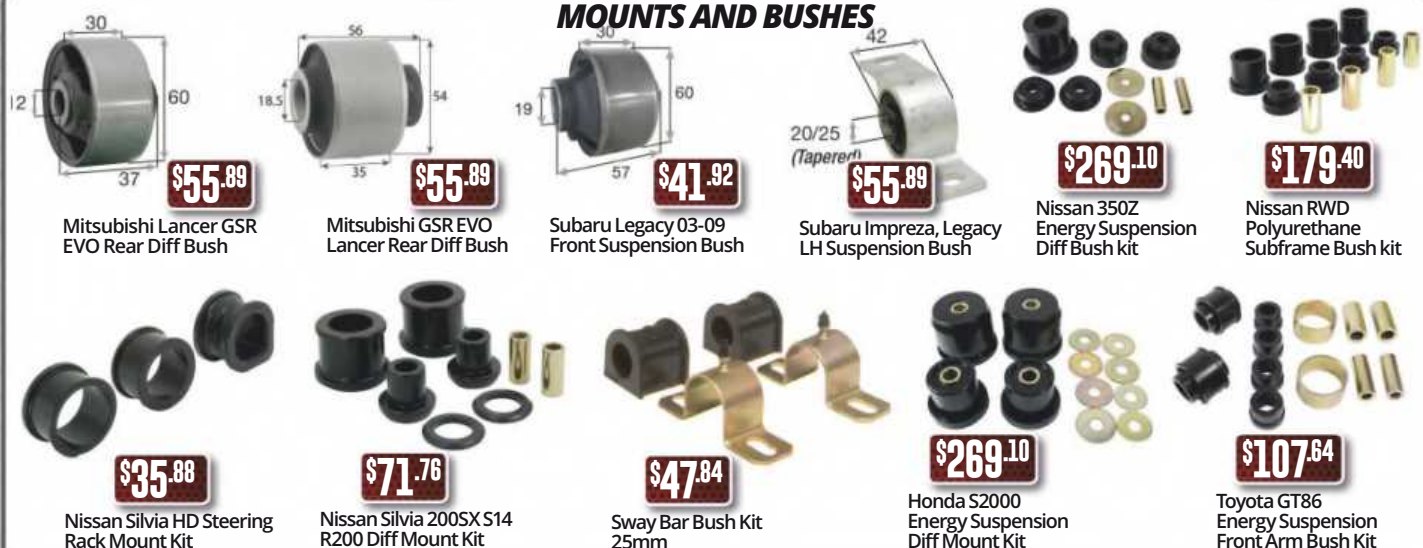
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### MOUNTS AND BUSHES



The image displays a variety of automotive suspension components, specifically focusing on bushings and mounts. The items are arranged in two rows. Each product is accompanied by its dimensions and a price tag. The top row includes: Mitsubishi Lancer GSR EVO Rear Diff Bush (30x60x37, \$55.89), Mitsubishi GSR EVO Lancer Rear Diff Bush (56x54x35, \$55.89), Subaru Legacy 03-09 Front Suspension Bush (30x60x57, \$41.92), Subaru Impreza, Legacy LH Suspension Bush (42x20/25 Tapered, \$55.89), Nissan 350Z Energy Suspension Diff Bush kit (\$269.10), and Nissan RWD Polyurethane Subframe Bush kit (\$179.40). The bottom row includes: Nissan Silvia HD Steering Rack Mount Kit (\$35.88), Nissan Silvia 200SX S14 R200 Diff Mount Kit (\$71.76), Sway Bar Bush Kit 25mm (\$47.84), Honda S2000 Energy Suspension Diff Mount Kit (\$269.10), and Toyota GT86 Energy Suspension Front Arm Bush Kit (\$107.64). The components are shown in various colors (grey, black, gold) and materials (rubber, polyurethane, metal).

## MOUNTS AND BUSHES

A grey rubber bush with a central hole. Dimensions: 30 (width), 60 (height), 37 (inner diameter), 12 (hole diameter). Price: \$55.89.

Mitsubishi Lancer GSR  
EVO Rear Diff Bush

A grey rubber bush with a central hole. Dimensions: 56 (width), 54 (height), 35 (inner diameter), 18.5 (hole diameter). Price: \$55.89.

Mitsubishi GSR EVO  
Lancer Rear Diff Bush

A grey rubber bush with a central hole. Dimensions: 30 (width), 60 (height), 57 (inner diameter), 19 (hole diameter). Price: \$41.92.

Subaru Legacy 03-09  
Front Suspension Bush

A tapered metal bush. Dimensions: 42 (width), 20/25 (Tapered) (height). Price: \$55.89.

Subaru Impreza, Legacy  
LH Suspension Bush

A set of black and gold diff bushing components. Price: \$269.10.

Nissan 350Z  
Energy Suspension  
Diff Bush kit

A set of black and gold subframe bushing components. Price: \$179.40.

Nissan RWD  
Polyurethane  
Subframe Bush kit

A set of black steering rack mount components. Price: \$35.88.

Nissan Silvia HD Steering  
Rack Mount Kit

A set of black and gold diff mount components. Price: \$71.76.

Nissan Silvia 200SX S14  
R200 Diff Mount Kit

A set of black and gold sway bar bushing components. Price: \$47.84.

Sway Bar Bush Kit  
25mm

A set of black and gold diff mount components. Price: \$269.10.

Honda S2000  
Energy Suspension  
Diff Mount Kit

A set of black and gold front arm bushing components. Price: \$107.64.

Toyota GT86  
Energy Suspension  
Front Arm Bush Kit



# 024

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# CONTENTS



## 032

### 032 POWER HAUS

DAYNOM TEMPLEMAN STEPS UP TO THE DEMON ENERGY D1NZ GRID THIS SEASON IN A NEW CHASSIS, BUT WITH A VERY FAMILIAR 900KW 2JZ-GTE POWER PLANT AND HOLINGER SIX-SPEED SEQUENTIAL. ADD NITROUS OXIDE TO THE MIX AND YOU HAVE THE MOST POWERFUL CAR EVER TO COMPETE IN THE SERIES.

### 040 STROKED ASPIRATIONS

MELTING THE ENGINE IN HIS DC2R WASN'T GOING TO DETER MATT KOTSIFAKIS, WHO PUT TOGETHER A TODA-EQUIPPED B SERIES TO TAKE ITS PLACE.

### 046 V4&ROTARY SOUTH ISLAND CHAMPS

TAKE A FRONT ROW SEAT TO SEE ALL THE BEST BUILDS AND ACTION FROM THE V4&ROTARY SOUTH ISLAND CHAMPS IN NELSON

### 056 NZGT DESTROYER

MEET THE 2014-'15 TRADE TOOLS NZGT CLASS WINNER, A TE71 COROLLA PACKING SOME SERIOUS OLD-SCHOOL BOOST



## 046



## 056



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# CONTENTS

66

## 062 BRAKE COOLING 101

SICK OF COOKING YOUR BRAKES AT TRACK DAYS? A SET OF LOW-BUCK BRAKE COOLERS MIGHT JUST BE THE ANSWER. LEARN THE INS AND OUTS, AS WE SHOW YOU WHAT YOU NEED TO MAKE YOUR OWN

## 066 TUNING JAPAN

AARON TAKES SOME ONE-ON-ONE TIME AT THE NISSAN DNA MUSEUM WITH THE 2008 SUPER GT-WINNING R35 GT-R. WE BET YOU'VE NEVER SEEN A WILDER GT-R IN YOUR LIFE

## 074 ANIMAL STYLE

HANGING OUT CALI STYLE WITH ONE OF THE RADDEST DRIFT CREWS ROCKING THE GRASS-ROOTS SCENE IN SOUTHERN CALIFORNIA, DRIFT TEAM ANIMAL STYLE

## 080 CHRISTMAS GIFT GUIDE

NEED TO SHOP FOR A FELLOW PETROLHEAD THIS CHRISTMAS, OR WANT TO DROP HINTS FOR YOUR OWN STOCKING? CHECK OUT SIX PAGES PACKED FULL OF STOCKING FILLERS

## 090 TUNE YOUR AUDIO SYSTEM

LOOKING FOR QUALITY SOUND FOR YOUR LATE MODEL RIDE? WE TALK TO THE PROS AT RAPID RADIO ON ADVANCEMENTS IN CAR AUDIO THAT ALLOW FOR THE PERFECT TUNE



## REGULARS

- 008 EDITORIAL
- 010 ED TEAM CHATTER
- 012 NEWS
- 018 THE MOTORHOOD
- 019 BACK ISSUE REVIEW
- 020 SUBSCRIBE AND RECEIVE
- 054 PEDEY FILES — VIVA LAS SEMA
- 070 TECH: HOW TO READ SPARK PLUGS
- 072 WEEKEND WARRIOR
- 086 DAILY DRIVEN
- 088 CRUISE MODE
- 092 DEMON GIRLS
- 094 UNDER CONSTRUCTION
- 096 GIG GUIDE
- 097 DRAG TIMES
- 098 INDUSTRY INSIDER
- 099 TRADE DIRECTORY
- 104 WHAT'S COMING NEXT MONTH

080





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# I'M NO SAINT



One would expect that, as editor of *NZ Performance Car*, I'd be somewhat of an upstanding citizen, someone who would follow the letter of the law (especially those concerning roading) and present myself as a pillar of our community. While, yes, that is who I am to an extent, there is a hoon inside me that's itching to get out every time I jump behind the wheel. I know I'm not alone — as nearly every friend I have is exactly the same. I'm not sure where in the DNA structure lies the bury-your-right-foot-at-any-chance-given instruction, but, in most people with whom I come into daily contact, it's in there. It's been around ever since humans began riding horses, the only thing that has changed is the speed our machines are capable of. You see, there are few things in life more instantly rewarding than the feeling you get from speed, a little oversteer, or burning tyres. There is a reason people say racing is addictive.

At the moment, the rare occasion on which I get to put my foot down almost feels like a guilty pleasure, as I have no 'legal' outlet through which to satisfy this urge. Basically, the way I'm feeling right now must be the way a heavy smoker, awaiting a lung transplant, who has been told they can't smoke, feels. My daily — an E46 M3 — is a lit cancer stick that is just begging me to turn off traction control, but the last thing I want is to end up catching the bus ... Besides, I've already paid

\$1000s in minor tickets over the years — most of which were issued justifiably — but, after seven years of building two separate race cars to avoid just that, and yet never actually having driven either, frustration is eating my insides out.

How many track days have I been to in the past seven years? Probably well over 300. How many have I driven at? A measly two! I guess that's why I still find myself tempted to dice with Johnny Law on a daily basis. Don't get me wrong, I'm not out there tagging up the local intersection, participating in organized illegal racing, or drifting the town centre in the wet, but I'm always keen to get some kicks ... if the chance presents itself (sorry, Mum!).

With summer now upon us, the twilight sessions at my local track, Hampton Downs, have kicked back into action, and I'm determined to get in at least two of these days this season, even if it's in the daily driver. Last week, I found myself at Hampton Downs on three days (not driving), and the twilight meeting was where I really enjoyed myself, due to the mix of daily drivers right through to the gnarliest circuit cars sneaking in a few after-work laps. Maybe this relief will kill that outlaw urge and maybe it won't, but after seven years of pouring money into my garage with no foreseeable end to that one-way street, I'd better find something that will — soon.

**Disclaimer:** While I'm not admitting to anything, I'm not claiming to be a saint, either. But, if you're going to be a dick, just make sure you do it with a certain level of care, people.

*Marcus Gibson*

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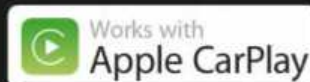




# Apple CarPlay iLX-007E



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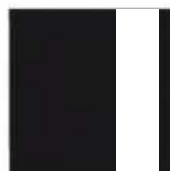


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# KEYBOARD ENTHUSIASTS



I'm not sure what makes people think they're entitled to get their finger flamethrowers out on the internet, but when it happens on our Facebook page, it really hits a nerve. For some reason or other, people find it acceptable to talk down to both NZ Performance Car and the numerous feature-car owners we

post about, whether they're local or international. Most of the time — as we found out for certain recently — it's people who don't actually purchase the magazine, which is the frustrating part.

One discussion online that had me venting steam last month was about featuring overseas cars. Right back from our first issues, we have had international machines in the mag; there is a method to our madness. So, it's not new to see a car from Japan, America, Australia, or Europe laid bare on our pages, right alongside all the local stuff. As you may know, most of our car scene is influenced by Japan, Australia, or the States, as, in some ways, they set the international trends that trickle down to our shores. As car lovers, we are always evolving, trying to better the last build or stay ahead of the game — this sort of inspiration has to come from somewhere. How else would we know what the Tilton Interiors Evo looks like stripped down to a bare shell, or how would we get to take a closer look at an iconic drift car from Japan with an article and spec sheet to match that's packaged in our very own Kiwi manner? If it weren't for the variations in car cultures dictated by the shores and borders that separate our countries, this world would be one very boring place indeed.



*René Vermeer*

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## ASHLEIGH MONAGHAN



A young lady with a love of all things drift, Ashleigh has been a regular at local drift events for many years. Despite her miniature size, she doesn't take any shit in the predominantly male environment that is the road-cone convention at any D1 round. She also knows as much about the sport as any of her male counterparts, shooting and writing for a few well-known websites as well as our own. This month, Ashleigh heads back to Cali for the second time this year to meet up with Drift Team Animal Style.

## DAMIAN WIJNHOU



Towering well above most people, this giant Dutchman can always be counted on to get the party started — or keep it going well into the wee smalls. A member of the infamous Circle Jerk Crew, Damo has an undeniable soft spot for Hondas of all descriptions. His other passion in life is going barefoot, even when having his car shot for the magazine — see image for proof. Damo's garage might be bare at the moment, due to an impending Asia-based OE, but we know he can make up for it writing about cars for the magazine, and hopefully immersing himself in the Phuket long-tail boat-racing scene.



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## DRIFT SHIFTERS RETURNS IN 2016

Red Bull and 'Mad Mike' Whiddett have announced that Drift Shifters will be returning in 2016. Details as to when and where are yet to be

announced, but what they have said is that it will be bigger and better than the two previous events, which basically stopped downtown Auckland in its

tracks. One thing it might mean is that we Kiwis may get a chance to see the 'RADBUL' MX5 in action on home soil — fingers crossed.



## ALL STARS 86 BUILD CONTINUES

The head honchos at the Demon Energy D1NZ National Drifting Championship office have gone all out for the pending season, with the announcement that they'll be building a ground-up pro-spec Toyota GT86, to be named 'All Stars Toyota 86'. The All Stars Toyota 86 will be built to be thrashed by a select few international drivers, in the hope of bringing a bit of international spotlight to New Zealand's expanding and competitive series. The 86 will pack a stock-block 2JZ-GTE engine that is

expected to produce around 450kW (603bhp) at the wheels, thanks to a swag of Turbosmart gear and a Holset turbo. The team at DKM Fabrication is currently full steam ahead on the project, working on completing the TIG-welded roll cage and engine-bay fabrication to be ready in time for international Formula Drift driver Ryan Tuerck — who is no stranger to the chassis — to contest round two at ASB Baypark Stadium on January 8 and 9. For a full rundown on the build, jump onto [themotorhood.com](http://themotorhood.com).

## BURNOUTS IN THE BAY

After travelling around the country to various burnout comps, a group of Hawke's Bay mates decided they really needed a decent pad on their home turf. After six years of planning, permission was finally granted and construction has now begun. The location of the dedicated skid pad — 30 metres in diameter — is inside the Meeanee Speedway, Napier, which is a popular location and one that offers great spectator vantage points. Adding to the appeal for competitors is the 15-metre lead-in to allow for quicker entry to the pad. The first event is set to take place on November 28. If you're keen to take part or find out more, check out 'Lack-A-Traction' on Facebook.







## PADDON SIGNS FOR THREE YEARS

The Kiwi pairing of Hayden Paddon and John Kennard has signed on for another three years with Hyundai Motorsport for the World Rally Championship (WRC). The pairing was taken on by Hyundai Motorsport in 2014 in a development-type scenario and have proved their worth by claiming their first WRC podium after only 12 months and five top-five results in the last five events.

Paddon said, "I am very excited to sign with Hyundai Motorsport for a further three years. The past two seasons have been an amazing journey, and we have grown a lot. The team has helped me to develop and, based on the rate that we have progressed together, I have no doubt we will be winning soon. We are all striving towards becoming world champions, and I firmly believe Hyundai Motorsport will offer me the best opportunity to achieve that goal. First and foremost, though, we must aim for our first rally victory and that is my personal target for 2016."

All eyes will be on the team come January, when it is set to debut an all-new 2016 Hyundai i20-based machine at the Monte Carlo Rally.

## STAGE ONE OF LVVTA REVIEW COMPLETE

As we've mentioned previously, the Low Volume Vehicle Technical Association (LVVTA), which looks after modified-vehicle standards in New Zealand, recently came under review by the New Zealand Transport Agency (NZTA), to which it reports.

The LVV certification system has been in place since 1992, and has not been formally reviewed by the NZTA in that time. As such, the LVVTA welcomed the process. Stage one of the review was a survey undertaken by Standards New Zealand, and a report on this is now available. The survey results indicate that 66 per cent of respondents were satisfied with or neutral about the LVV certification process. However, some key themes have come from the review, and NZTA will be looking into them.

The NZTA is currently considering the feedback from the survey and analysing it alongside other feedback it has received about the system, to propose a set of actions for implementation. We'll bring you more once the information is available.



PHOTO: FAST COMPANY PROSHOTZ

## INKSTER AND WINN DOMINATE TARGA

Glenn Inkster and co-driver Spencer Winn dominated this year's Targa New Zealand in their Ecolight Mitsubishi Evo 8, finishing the five-day North Island rally 9.5 minutes ahead of the second-place-getters Tony Quinn and Naomi Tillett (R35 GT-R) and a full 20 minutes ahead of third-placed Martin Dippie and Jona Grant in the Mitre 10 Trade Porsche 911 GT3. Defending champs Inkster and Winn came into the rally on a winning streak, having already won the one-day Metalman Sprint and three-day Targa Bambina events. This win has made them the first pairing to complete the Targa trifecta, despite a challenging few days that included a turbo replacement on day

one and a blown intercooler piping on day two.

"The turbo was new, and we are really only replacing it because people told us the car was smoking a bit when it was idling. It was fine out on the road, but we decided to replace it just in case, and it is good to see that by doing that we have fixed the smoke problem," Inkster said.

Winner of the Metalman Classic 2WD was the VN Commodore pairing of Bevan Claridge and Campbell Tannock, ahead of Bruce Farley and Glen Warner in their 1986 BMW 325i. The winners in the Instra Modern 2WD were overall third-place-getters Martin Dippie and Jona Grant in the Mitre 10 Trade Porsche 911 GT3.

## MORE NAC CAR CULTURE CONFIRMED

Due to popular demand and high ratings, a further two seasons of our hit TV show, *NAC Car Culture*, have been confirmed. Season one, which is currently airing, has blown TV3 away by becoming the highest-rating part of its CRC Motorsport Sunday afternoon line-up. If you haven't caught an episode yet, don't worry, as all previous episodes have been uploaded to themotorhood.com as soon as they've aired.

So far on the show, we've had plenty of

cover cars from both *NZ Performance Car* and our sister title *NZV8*, as well as coverage from a wide range of classic-friendly events. Besides all this, we've got plenty more interesting workshop visits coming up to some of the country's most highly regarded workshops along with a few you're probably yet to hear of.

Season one will screen at 2pm every Sunday, and season two is set to kick off in May 2016, to be followed shortly after by season three.





# COLE'S RETURN TO HIS ROOTS

V Energy driver Cole Armstrong will line up in the Demon Energy D1NZ grid this season, having ditched the Nascar V8 in favour of his trusty RB30. The change of vehicle follows a frustrating few seasons sorting out gremlins in the Dodge R6, which eventually saw the team hurt the engine. On the E&H Motors dyno, the freshly rebuilt RB30 has made 509kW (683bhp) at the rear wheels with 22psi dialled into the Garrett GTX35/40. The team does plan to add nitrous a little further down the track once a billet bottom end can be sorted out. Pre-season testing has the new combo showing promise, as Cole explained: "The G35 hooks up so much better than the old car; anytime I'm not full throttle, it just wants to go straight. It is just producing so much mechanical grip."

The team will debut a new look for the Skyline at round one, welcoming Amazon Surf to its group of existing sponsors, including long-standing naming-rights sponsor V Energy.

Is this the combo that will take Cole to his first D1 Drift King crown? We will have to wait through six rounds of the national championship to find out.



# KEN BLOCK BUILDS RAD ESCORT

Yes, that's right; Ken Block has built yet another totally badass machine. This time, it's a 1978 Ford Escort Mk2, which he has actually owned since 2008. Initially, Ken's Escort was built as a tarmac rally car, but tarmac rallies are no longer as popular as they used to be.

Ken says in his blog: "It was designed to compete in tarmac events, but unfortunately those are quite lacking stateside, so, instead of converting it into a gravel machine, I had my team at

Hoonigan Racing Division extend its tarmac capabilities and develop it into the ultimate rear-drive gymkhana car."

What engine is under the lightweight bonnet of this Ford Escort, you ask? Well, it doesn't have turbos; neither does it have a large V8. Nor does it have all-wheel drive in the typical gymkhana fashion. Instead, it's packing a 2.5-litre four-cylinder Millington engine that produces 248kW (333bhp) to the rear wheels through a six-speed

sequential gearbox. One of the most interesting parts of the build is that Ken worked with Kei Miura, from Rocket Bunny, to turn the Escort body into something that would fit in with the rest of his Ford stable. We're told that this is the widest bodykit available for a Mk2 Escort. To fill the guards, Ken chose a set of two-piece fifteen52 wheels wrapped in Pirelli rubber. No doubt there will be an insane gymkhana video released in the near future — we'll keep you posted.







## INTO THE SEVENS ON HOME SOIL

Ben Cox has made a great start in the New Zealand drag racing season by running a 7.91s pass at 286kph (178mph) during the first competition meeting of the IHRA New Zealand season at Meremere Dragway. Ben's SR20VET-powered Datsun 1200 had run its first seven (and current PB) at the Brisbane Jamboree, only a few weeks earlier, with a

7.80s at 286kph (178mph) and was able to repeat the performance at home with the exact same tune-up as at Willowbank. Having run a 1.24s 60 foot in Aus and then backed that up with a 1.25s at Meremere, the team is pleased with the current performance and will continue to work at fine-tuning the Datsun over the coming season.

## BAYPARK READY TO RUMBLE

After near sellout 15,000-plus crowds for the last two years, the ENZED 2016 UIM Jetsprint World Championship is set to rock Baypark Stadium, Mt Maunganui, again on January 29–30, 2016.

New Zealand has two world titles to defend, with Dave Hopkins holding the Group A crown, and Peter Caughey the defending SuperBoat championship.

The double-hitting event will first send thunder around the hills of Meremere, when more than 60 boats from the USA, Canada, Australia, and New Zealand tackle the Meremere Sprint Bowl on January 24.

Both venues will see two classes competing, including the mind-blowing Suzuki Unlimited Superboats, which pull up to 7g under cornering, and the only-slightly-tamer Altherm Group A class.

The natural amphitheatre at Meremere and stadium setting at Baypark Stadium allow spectators to get up close to the racing action, and the thrills and spills both on and off the track. The Jetsprint World Championship isn't scheduled to return to local shores until 2022, so don't miss this opportunity to check out the action. Earlybird tickets are on sale now from Eventfinda. For more information, visit [worlds.jetsprint.co.nz/worlds](http://worlds.jetsprint.co.nz/worlds).



## NAC GRANTS PROGRAMME EXPANDS

The NAC motorsport team has expanded its grants programme for the 2015–'16 summer beyond its motorsport roots to offer a helping hand to NAC customers who don't see the track but instead prefer to enjoy their modified car in a more relaxed environment. As before, the Motorsport category will remain open to all New Zealand residents over the age of 18, but the new Back on Track, Dream Mods, and Moto Mods categories are aimed purely at giving back to NAC customers only. Back on Track is for those projects gathering dust in the shed that may need a kick-start to get back on track to finishing, while Dream Mods is for cars that are already in action but may need new tyres, a subwoofer, or perhaps something as basic as a wheel alignment or cert before their next WOF — the possibilities are endless, and you won't know unless you ask. Full details can be found at [nac.co.nz](http://nac.co.nz). Applications close January 30, and beneficiaries will be announced in February.



## BIG RIGS RETURN TO TAUPO

The New Zealand Truck Show & Racing Festival at Taupo Motorsport Park will make a welcome return in 2016, following the success of last year's event. To be held over Anzac weekend, April 22, 23, and 24, 2016, the festival will see a range of on-track and off-track action for the whole family.

Besides the always impressive-to-watch truck racing — in which around a dozen entrants are expected — a highlight of the weekend will be the new Anzac Muscle Car Invitation Cup. This will see a strong contingent of Mainland Muscle Cars head to Taupo from the South Island, including former New Zealand Pre-'65 champion, Paul Clarke (Mustang),

former NZ HQ champion, Andrew Small — also pedalling a Mustang — and NZ Motorcycle Grand Prix and NZ Super Truck Champion, Johnny Hepburn, in his Holden Monaro.

Off track there'll be an impressive truck show 'n' shine and a Big Rig Grand Parade.

The spectacular Super Motards and Pro-Twins motorcycle race classes will be as attention grabbing as the truck racing. The Super Motards are based on 450cc single-cylinder four-stroke dirt bikes running road rubber, while the Pro Twins class is based on 650cc twin-cylinder Suzuki, Kawasaki, and Hyosung machines. For more info, visit [nztruckracingfestival.co.nz](http://nztruckracingfestival.co.nz)





## AVON COMPTON MAKING HIS RETURN

If you type the name 'Avon Compton' into Google, the first suggestion 'Avon Compton crash' is reflective of the huge incident Avon suffered last year at Motueka Drag strip that all but destroyed his full-tube-frame S13. Not one to give up, Avon picked up a full-tube R32 rolling chassis into which to transplant the surviving parts of the S13. "The only salvageable parts were the block, front half of the gearbox, and accelerator pedal, and even those were bent," explained Avon. The full-tube R32 was found to be in a worse state than thought and plenty of work has gone into preparing the chassis before shoehorning in the RB driveline.

Avon said the fully built RB30 with RB26

head runs a BorgWarner S300 turbo, water-to-air intercooler, and is yet to really be pushed. In fact, the first 'big tune' it had was that infamous run. The car is ready to fire, although the team are awaiting the completed one-piece front clip and new gears for the Mark William 9.5-inch funny car diff. Even so, they did manage to debut the car on show at the V 4&Rotary South Island Champs.

Avon would like to thank Daniel from Baymec for building the engine and helping in the pits; Rods, Rides, and Resto; and Tony Engineering for helping get the new car on track so soon. It's likely the first meeting will be Masterton in the new year, a track that is a little longer and a little wider than Motueka.



## NZDRA RECEIVE LEGENDS' HELP

NZDRA have recently announced the appointment of a professional promotion firm, Legends Events & Media Ltd, to help raise their profile and facilitate sponsorship and promotion. Legends Media principal Robert Cochrane has worked in various aspects of motor sport promotion over the past 20 years, and is confident that, going forward, his team can bring new energy and a fresh pair of eyes to drag racing. Their first project is the five-round 2015-'16 NZDRA National Drag Racing Series, of which the first round takes place at Amisfield Airstrip in Tokoroa, around the time this magazine hits newsstands. After Tokoroa, the series heads south to Masterton for the Central Nationals over December 5-6, and arrives in Taupo just after Christmas for the Summer Nationals over December 27-28.

In 2016, the series heads down to Motueka on Saturday, February 6, for the Southern Nationals, before the grand finale for the season, the 48th New Zealand Nationals, held at Taupo Motorsport Park.

In total, there are 13 National Championship class titles up for grabs, with most previous season champions returning to the series this year to defend their titles. For more info, visit [nzdra.co.nz](http://nzdra.co.nz).



## D1NZ DATE CHANGE

The Demon Energy D1NZ National Drifting Championship has been forced to change two of their proposed season dates, dropping Auckland's Mt Smart Stadium as a venue in the process. Round Three will now run over three days, from January 29-31, in association with the ZCD Summer Matsuri. D1NZ CEO Brendon White stated; "We are really pumped that, not only do we have a wicked Baypark night event planned in Tauranga with a huge line-up of drivers, we now include what should be an iconic event over three days in association with Zero Class Summer Drift Matsuri. It's been an event talked about for a long time, having night-time twilight drifting at Taupo Motorsport Park with a huge festival feel, and to team up with one of New Zealand's leading grass roots drift promoters for the weekend."

The Round Four date has also been shifted to February 27-28 at Hampton Downs Motorsport Park. Rounds One, Two, Five, and Six remain unchanged.





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# WHAT'S ONLINE AT THEMOTORHOOD.COM THIS MONTH?



*The Motorhood* is the new online home for *NZ Performance Car* and its sister publications, *NZV8* and *New Zealand Classic Car*. It's the hub for all things automotive, from news and reviews to event coverage and more. You can enjoy articles from the magazines at *The Motorhood's* home page, [themotorhood.com](http://themotorhood.com), or, if you want modified performance-import vehicles only, just head to our old website address — [performancecar.co.nz](http://performancecar.co.nz) — to be redirected straight to the *NZPC* side of the new site.



## TECH

Looking for a new project, something that will set you apart from the crowd, but strapped for cash? We showcase five sleepers that will set you back less than \$5K, but that have the power to hold their own on the street and the track. Don't worry — we have made it easy to see the potential in each sleeper by whipping up some rudimentary Photoshop concepts to get that brain of yours ticking and help you to sell it to your other half if you need to ask permission for any motor-vehicle purchases. Who says we don't have your back?



## MOST POPULAR

It turns out many of you share a dream similar to that of the Ed. — of living in a dual live-work space — if judging by the traffic checking out his new digs is anything to go by. He and his partner, Michelle, have transformed the building, located in the industrial heartland of Auckland's CBD, into a small workshop and living space using nothing but plywood and

whatever they had lying around. Head to *The Motorhood* for a two-part feature on the space — well worth the read for anyone wanting to 'live the dream', so to speak. The Ed. has long dreamed of ditching the white picket fence for the serenity of cold concrete workshop walls, he just had no idea how much work would really be involved.

## NATIONWIDE

This month has been a busy one for the team, with events all over the country — from ZCD Locktoberfest and CJC Jerkfest at Taupo Motorsport Park, to the Speed Science Honda Drag Battle at Meremere, to the V 4&Rotary South Island Champs in Nelson and JapRace Drift South at Ruapuna. We have been racking up the kilometres so you can keep your finger on the pulse and see all the best cars from around the country right here at [themotorhood.com](http://themotorhood.com).



## WEEKLY MOTOR FIX

While at the ZCD Locktoberfest, we took the opportunity to take an in-depth look at Liam Sykes' Toyota KE35. Far from a show car, it's built for one thing and one thing only — drifting. That is something it does extremely well, thanks to the

four-linked rear, Nissan converted front end, and howlin Altezza BEAMS engine. Locktoberfest was the car's first outing with the new engine combination, after Liam blew a few too many rotary engines. Kiwi ingenuity at its best!







**147**  
MARCH 2009

BACK ISSUES 229

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## ISSUE 147 / MARCH 2009

Every month we take a trip down memory lane, and have a quick look at a back issue we've got sitting in the archives. Whether it's a feature car we think was epic for the time, or a tech article we still think relevant nowadays, it'll give you a good indication of how times have changed, and a chance to grab that vital copy you're missing for your stash. Each issue is still available until they run out, so if there's a copy you wouldn't mind grabbing, head to [magstore.nz](http://magstore.nz).



COVERAGE

## 2009 V4&ROTARY NATIONALS

With seven pages covering the two-day institution, this is a good look into the killer cars of that year, and a great laugh at a few old faces lurking around in the coverage. From Toni Cook's wild twin-turbo 1UZFE-powered Benz to Brendon Gilbert's out-of-this-world FD RX-7, the calibre of machines was as good as it gets. The scene was booming, and it's interesting to simply compare the standout cars from then and now, giving you a good picture of the way our scene is heading.

## THE REBUILD OF A LEGEND

This NZ-new 200SX was one of the country's first drift cars, and was built in the late 1990s. We featured it in 1998 when it was owned by Rocky Ng, and then-editor Brad Lord had his first taste of drifting in this very car. But being focused on drifting, which was then a predominantly street-oriented sport, meant that more than once the poor S-chassis had its nose wiped off due to some "banks coming out of nowhere". First came an S13 front, then once it was in the hands of Edwin Fong it received the mother of all rebuilds, which elevated it to the elite level shown, and included the S15 front conversion. Edwin still owns DRDRFT, and as he's a 4&Rotary team member, it's certainly still a regular sight at events. To this day, Edwin's rendition of this piece of NZ history makes it hands down one of New Zealand's best-built S-chassis: it's so timeless and tastefully built, that if it was unveiled at this year's V4&Rotary Nationals, it would still steal the show.

## BUYING POWER—TYPE R CIVIC

We put a bog-standard EK9 Type R Honda Civic through its paces. If you're contemplating purchasing a Type R, this article is still relevant, as it covers off everything there is to know about the chassis. We even scored it extremely highly on the NZPC ranking system of the time, one of the best-respected systems on the planet, and up there with Top Gear's cool wall.



TEST DRIVE

FEATURE CAR

## 13B DATSUN

Combining a lightweight Datsun 1200 shell with a Mazda 13B peripheral-port engine producing around 224kW is certainly a recipe for a rapid streeter, one that the factory A12 engine couldn't match, no matter how worked it was — something builder Kade O'Keefe came to realize after seven years of ownership. He didn't stop there, and after the feature the Datsun received a Cosmo 13B with a Garrett turbo and water-to-air intercooler. He has since passed on the Datsun to the fastest man in New Zealand — the driver of the Marsh Motorsport Top Fueller, Anthony Marsh, who has left it somewhat untouched. It's still a regular at events, though. If you're looking to build a 13B or a rotor Datsun, this is a good baseline for how to do either properly.





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## SHOES

WHEELS: 18x10-inch (+18) Work Meister S1 3P  
TYRES: 275/35ZR18 Nitto Invo

## HEART

**MODEL:** RB26DETT, 2600cc, six-cylinder  
**BLOCK:** JE forged pistons, Eagle rods, Nitto oil pump, ACL race bearings, ARP main studs  
**HEAD:** Ported and polished by Hytech Engines, bronze valve guides, Kelford 272-degree cams, Kelford valve springs, titanium retainer kit, Nitto head gasket  
**INTAKE:** Four-inch intake pipe, K&N air filter  
**TURBO:** Holset HX50, custom twin-scroll manifold  
**WASTEGATE:** TIAL 46mm  
**BOV:** HKS  
**FUEL:** Twin Walbro in-tank fuel pumps, Teflon braided lines, Fuelab fuel filter, Tomei fuel pressure regulator, 2000cc Bosch fuel injectors  
**IGNITION:** Splitfire coil packs  
**EXHAUST:** Custom three-inch HKS exhaust system  
**COOLING:** Custom intercooler piping, aluminium radiator, electric fan  
**ECU:** Link G4+ plug and play  
**OTHER:** Link G4 dual boost controller, custom oil catch-can with braided lines, custom-modified coil pack cover, Nitto clear cam-gear cover



he staff at the NZPC office aren't sure which is more iconic — the GT-R badge on the rear, the Bayside Blue paintwork, the instantly recognizable number plate [OCONER], or the combination of all three. After all, would any of these characteristics be as iconic without the others?

The R34 GT-R cemented itself into the hall of import icons long before the *Fast and Furious* franchise rolled onto the big screen, but several appearances throughout the movie franchise — all of which included the recently passed Paul Walker, with the GT-R dominating whichever street race he found himself involved in — rocketed it to the top of the list. A cult classic and hero, the R34 will always be iconic, but paint it Bayside Blue and throw an 'OCONER' plate at it, and you've got a Skyline which almost every car enthusiast in New Zealand knows about.

The Nissan Skyline R34 GT-R wasn't where it all began for Kavish Latchman. Growing up modifying early-model Galant VR4s when he was at school gave him a passion for all-wheel drives with big power. Fast forward a few years and Kavish still owns a Galant VR4, with a 2.4-litre stroker kit and big turbo set-up. Progressing to more modern technology was almost a certainty in the hunt for the ultimate all-wheel drive, and an R33 GT-R V-Spec was soon parked in the driveway next to the VR4. For family duties, he owns a Dodge SRT SUV, with a 6.4-litre Hemi pushing out 343kW. Each car has its purpose — the VR4 has the nostalgia factor locked down, and the R33 GT-R is immaculate and completely factory,

## EXTERIOR

**PAINT:** Resprayed in Bayside Blue by Renald, Gtechniq paint protection by The Gloss Master  
**ENHANCEMENTS:** LED tail-lights, tinted windows







## PERFORMANCE

**POWER:** 520kW (627hp) at the wheels on E85  
**0-400M:** 11.7 seconds at 125mph/201kph (380kW tune) ✱



## INTERIOR

**SEATS:** Factory  
**STEERING WHEEL:** Factory  
**INSTRUMENTATION:** Factory  
**OTHER:** Launch-control button, Sony head unit, Soundstream components

MAKING BIG POWER COMES WITH ITS DOWNSIDES. THE FACTORY GETRAG GEARBOX DIDN'T LAST VERY LONG, AND KAVISH WENT THROUGH A COUPLE OF DIFFS BEFORE THE GUYS AT NS SPEC MOTORSPORT SOURCED A NEW GEARBOX FROM OVERSEAS, AND HAD CUSTOM FRONT AND REAR DIFFS MADE THAT WOULD TAKE THE ABUSE

beside a nice set of wheels. To build a monster of a road car, however, Kavish knew there would be no better platform than the R34.

Much like Brian O'Connor's very first R34 in the prelude to the second movie, Kavish Latchman's 2000 Skyline R34 GT-R certainly didn't start out as it appears now. In fact it was so vastly different, you'd struggle to identify it as the same vehicle. Try factory red paint, with *Hellboy* airbrushing covering most of each door and

the bonnet. Fortunately, Kavish saw this as an opportunity, as he told us. "When I bought it, the paint was no good. It had all sorts of airbrushing done to it, which wasn't to my taste. Thankfully, I had a friend who is a talented car painter." Kavish had an image in mind for the GT-R, and there was no red or movie-character airbrushing in sight. What was envisioned, though, was a Bayside Blue hue, with custom three-piece Work Meister wheels — a clean street appearance that would demand respect.



PAUL WALKER'S DEATH CAME AS A HUGE SHOCK TO THE WORLD. KAVISH WAS EVEN MORE SURPRISED TO SEE THE 'OCONER' NUMBER PLATE WAS STILL AVAILABLE FOR SALE, BRAND NEW. HE DIDN'T HESITATE TO BUY THE PLATE, AND SO HAS CREATED AN ICON FOR THE IMPORT-TUNING SCENE HERE IN NEW ZEALAND



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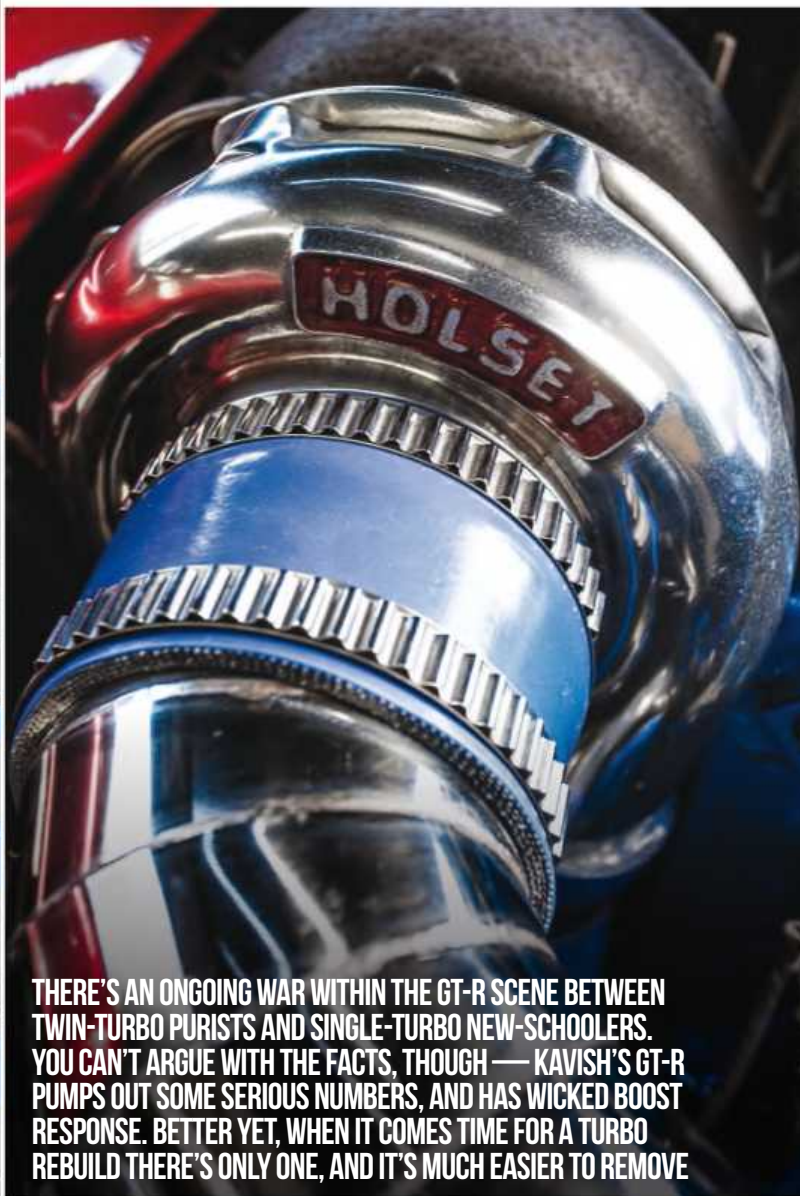
### DRIVELINE

GEARBOX: Factory Getrag six-speed manual  
CLUTCH: HKS triple-plate  
FLYWHEEL: Factory  
DIFF: NS Spec custom front and rear diffs



Before the body was complete, Kavish knew that the Work Wheels he was after would have to come direct from Work in Japan. A set of custom three-piece 18x10-inch Work Meisters were ordered, made, and delivered within a three-month window: yes, overnight parts from Japan are a myth, at least in New Zealand. The new wheels were bolted up to the impressive golden-Brembo-wearing hubs, after being shod in ginormous 275/35ZR18 Nitto Invo tyres which should provide more than adequate street- and drag-racing traction. With the Meisters now bolted up, and the Nittos clawing their way around Auckland's various enthusiast-attracting roads, Kavish was more than ready to begin the body restoration.

This wasn't to be a simple closed-door respray; no, it'd be the full monty. The entire shell was stripped, along with the RB26DETT engine and associated auxiliary items. Renald, a good friend of Kavish's, happens to be extremely handy behind the trigger of a paint gun, so was nominated to take care of the full-body respray — a task which Kavish would only hand to a trusted professional. The paint job that resulted would have you thinking Kavish had purchased a Bayside Blue model off the showroom floor — in fact, it's better than the factory could ever have achieved.



THERE'S AN ONGOING WAR WITHIN THE GT-R SCENE BETWEEN TWIN-TURBO PURISTS AND SINGLE-TURBO NEW-SCHOOLERS. YOU CAN'T ARGUE WITH THE FACTS, THOUGH — KAVISH'S GT-R PUMPS OUT SOME SERIOUS NUMBERS, AND HAS WICKED BOOST RESPONSE. BETTER YET, WHEN IT COMES TIME FOR A TURBO REBUILD THERE'S ONLY ONE, AND IT'S MUCH EASIER TO REMOVE





**WORK  
MEISTER  
S1 3PS ARE  
DEFINITELY  
ONE OF OUR  
FAVOURITE  
WHEELS HERE  
IN THE NZPC  
OFFICE, AND  
WE AGREE  
WITH KAVISH  
THAT THEY  
LOOK DAMN  
GOOD ON  
HIS GT-R.  
MEASURING  
18X10-INCH  
(+18).**



Now Kavish had a car that looked like his ultimate Skyline R34 GT-R, but it wasn't up there mechanically — and this R34 GT-R is now much more than a pretty face and a P-plate.

The initial 270kW (362hp) at the wheels would seem impressive in another performance import, and it's by no means a power figure to laugh at. But it was just the first stepping stone for Kavish, as in no time at all he'd replaced the factory turbos with larger HKS units, and the internals were swapped completely for forged items with Nitto components. Once an E85 tune was added, the power levels grew — astronomically. Using a low boost setting of 380kW (510hp) at the wheels and a high boost setting that hit 480kW (643hp), it was no slouch.

Kavish had his first crack at drag racing at the 2015 V4&Rotary Nationals using the lower setting of 380kW, and logged a best time of 11.7 seconds. This set-up was brutal and responsive, chewing through diffs and gearboxes, and the turbo seals eventually gave up the ghost. Instead of rebuilding the costly, bulky, and heat-producing twin turbos, a plan was hatched with John at NS Spec Motorsport to switch over to twin in-tank Bosch 044s, along with a large-frame single Holset HX50 twin-scroll turbo. Kavish still wanted response, as the GT-R will always be a street car, so the combination of ethanol and the twin-scroll turbo should ensure it performs in a similar fashion to the twins, while making even more power — technology, right?

The GT-R was strapped to the dyno a day before the NZPC photo shoot, with power capped at a mighty 520kW (697hp) at the wheels, as the HKS triple-plate clutch was on its last legs. With a new clutch and some more boost, closer to 600kW at the wheels will be possible, along with easy 10-second passes — until he's kicked off the drag strip, that is.

Kavish is a family man, and this iconic street GT-R will be passed down to his pre-school-aged son, Kaydyn, when the time is right — no doubt he'll carry on this iconic legacy.

This GT-R has been built with ultimate streetability in mind. You won't find any aftermarket gauges, crazy gear knobs, or sticker-bombing — the cabin appears as factory, and the aftermarket Bride seats were even removed in favour of the factory items. Kavish has proved that with a few key touches, a bulletproof motor package and an eye for detail, you don't need an all-round-modified performance car to find yourself on the cover of NZ Performance Car.

## DRIVER PROFILE

**DRIVER/OWNER:** Kavish Latchman

**AGE:** 26

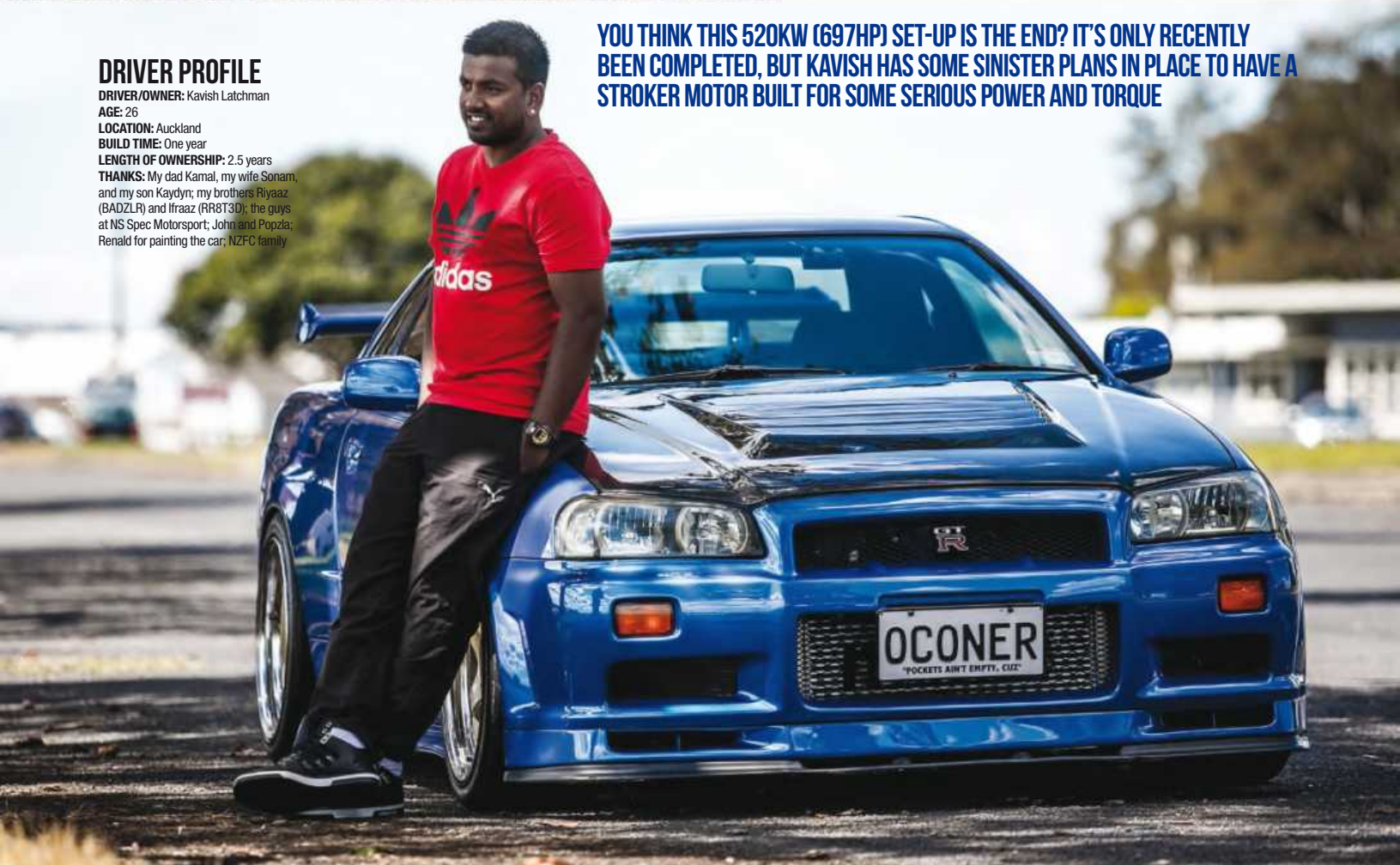
**LOCATION:** Auckland

**BUILD TIME:** One year

**LENGTH OF OWNERSHIP:** 2.5 years

**THANKS:** My dad Kamal, my wife Sonam, and my son Kaydyn; my brothers Riyaz (BADZLR) and Ilraaz (RR8T3D); the guys at NS Spec Motorsport; John and Popzla; Renald for painting the car; NZFC family

**YOU THINK THIS 520KW (697HP) SET-UP IS THE END? IT'S ONLY RECENTLY BEEN COMPLETED, BUT KAVISH HAS SOME SINISTER PLANS IN PLACE TO HAVE A STROKER MOTOR BUILT FOR SOME SERIOUS POWER AND TORQUE**







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PO





DAYNOM TEMPLEMAN STEPS UP TO THE  
GRID IN AN UNFAMILIAR SHELL, BUT WITH  
AN ALL-TOO -FAMILIAR DRIVETRAIN

# POWER HAUS





“



ey, we aren't here to fu#k spiders!" exclaims Daynom Templeman as we sit around examining his oh-so-close-to-being-finished BMW E46 — a car that will line up later this month for the first round of the Demon Energy D1NZ National Drifting Championship. For Daynom, this will be his sixth season competing in the national championship, and the first not behind the wheel of an FD RX-7.

"Looking back, we were the last ones left running that chassis; we have been stupid and built three RX-7s when we should just have given up after the first," Daynom states.

It's not that their RX-7's was unreliable or not capable of turning out a good performance, but that the team has long battled the steering characteristics that made it extremely hard to chase. It's all well and good



## SUPPORT

**STRUTS:** Fortune Auto Dreadnought Pro two-way bump and rebound coilovers, external reservoir

**BRAKES:** Tilton floor-mount pedal box, DBA hydraulic handbrake; (F) stock, (R) stock

**EXTRA:** Wisefab FD legal lock kit, custom sway bars, Wisefab adjustable rear arms, custom hubs, NZKW air jacks

A SET OF CUSTOM BILLET AXLES FEATURING 930 PORSCHE INNER CVS AND SUPRA OUTERS HAS PROVED RELIABLE IN THE RX-7S, SO A PAIR WAS ALSO BUILT FOR THE E46. THEY ARE SPUN BY THE 10.5-INCH WINTERS QUICK CHANGE DIFF, WHICH IS HOUSED IN A MODIFIED HOUSING BY HGK

## HEART

**MODEL:** 2001 BMW 330i

**ENGINE:** Toyota 2JZ-GTE VVTi, 3400, six-cylinder

**BLOCK:** Engine specs machined block, Carrillo 8.5:1 pistons, Carrillo rods, BC crank, ACL bearings, ARP studs, deleted oil squirters, Accusump, swinging pick-up, pivot drive oil pump

**HEAD:** VVTi, Engine specs porting, BC cams, Ferro valves, Daynom Drift-spec valve springs, Daynom Drift-spec buckets

**INTAKE:** BNR Engineering intake plenum, 90mm NZKW throttle body, ITL bar and plate intercooler core, BNR Engineering end tanks, seven-inch K&N filter

**EXHAUST:** Four-inch downpipe, twin three-inch-to-four-inch side exit

**TURBO:** MSE-spec Holset, BNR equal-length stainless manifold

**WASTEGATE:** Turbosmart Powergate 60mm

**BOV:** Turbosmart

**FUEL:** MagnaFuel main pump, twin Carter lift pumps, Fuel Safe cell, BNR Engineering surge tank, NZKW AN fittings and lines, six Injector Dynamics ID2200 injectors, Turbosmart fuel-pressure regulator, MagnaFuel filter, FPP lift pump filters

**IGNITION:** DDT coils, MSD leads, NGK BKR70S plugs

**ECU:** Link Fury

**COOLING:** NZKW radiator, Meziere electric water pump

**EXTRA:** Zex nitrous kit, BNR Engineering catch-can / power-steering reservoir, Speedwire kit, BNR Engineering intercooler sprayer kit

to have a killer car that can lead and quaffy, but it also needs to be able to chase.

"Look at any of the cars running that aftermarket steering; they do it easy — they can let go of the wheel. Whereas, in the RX-7, if you let go, you're going to the scene of a crash real fast — so that's the whole thought process behind the new build," he explains.

Daynom recalls the turning point being the last Whangarei D1NZ round. The RX-7 was handling like a pig, and, at every turn, it seemed as if it was going to go into the wall. He said right then and there that he would build a BMW; no one believed him, and the project very nearly didn't happen. Hell, by late 2014, they even had a Toyota GT86 shell sitting in the workshop ready to cut up, until a conversation took place with American driver Ryan Tuerck — a man with more experience than most drifting the 86 chassis. Daynom remembers, "He told me he wasn't 100-per-cent happy with how the Wisefab kit worked in that chassis. Well, there was no way I was going to build a car that didn't steer, as that has been our sole problem."

THE WISEFAB FRONT LOCK KIT MOVES THE STRUT TOP OUTWARDS TO THE LIMITS OF CLASS RULES, WHILE ALSO MOVING THE ENTIRE HUB OUTWARDS AND REARWARDS TO CORRECT KINGPIN INCLINATION. WITH THE RECOMMENDED WHEEL AND TYRE PACKAGE, IT WILL REACH 60 DEGREES

MOTORSPORT NEW ZEALAND NOW ALLOWS THE USE OF NITROUS, BUT D1NZ HAS BEEN THE ONLY CLASS TO MAKE USE OF THE CHANGE. DAYNOM'S TEAM IS AHEAD OF THE CURVE, AS IT HAS BEEN RUNNING THIS COMBINATION IN THEIR FDS FOR INTERNATIONAL EVENTS





## INTERIOR

**SEATS:** (F) NZKW FIA-legal, NZKW six-point harness  
**STEERING WHEEL:** NZKW  
**INSTRUMENTATION:** Link Dash2 Pro  
**EXTRA:** Speedwire switch box, suede re-trimmed dash  
**PERFORMANCE**  
**POWER:** 1150hp at the wheels without nitrous

The build began with a 2001 BMW 330i E46 around midway through last D1NZ season. On paper, the E46 stacked up — being 11 inches longer in wheelbase than an FD — and any of the bad points associated with the 330i wouldn't be used anyway. Team member and head fabricator at BNR Engineering Brendon Thomas would take lead on the project, with most of what you see before you being his handiwork. After the shell was stripped and caged, the car sat dormant for a few months while the team got the competition season out of the way. It's really been the last two months of hard slog that has seen it all come together. However, while not a lot was seen to be happening, parts were being collected from all corners of the globe, ready for the sprint to the finish line — or, in this case, the D1NZ grid.

Despite the short time frame, the project was by no means a

slap-up, she'll-be-right kind of exercise. The longer you study this car, the more you're rewarded — the amount of thought that has gone into each handcrafted component and into where to mount off-the-shelf stuff can only come from experts who have been sniffing around race cars their entire lives.

While Daynom might somewhat jokingly say that the team has wasted all these years building version after version of the FD RX-7, we feel it was not in vain, as it has all led to building this car and any that will follow. You see, the driveline the team selected for the E46 comprises tried and tested components taken from the FD known as 'Ginger'. It was the first FD to receive the 2JZ swap from the rotary they had so much trouble keeping apex seals inside, and it has proven a reliable choice since. Hell, they spent two and a half years throwing huge amounts of power, boost,





**BNR ENGINEERING BUILT A REAR CRASH STRUCTURE TO HOUSE THE FUEL SAFE FUEL CELL AND ASSOCIATED SYSTEM. THE STRUCTURE ALSO PROVIDES FOR A LARGE REAR WING TO BE MOUNTED, BUT THE TEAM ARE UNSURE WHETHER IT WILL BE NEEDED**



and nitrous at this particular 2JZ, yet, when it was stripped down prior to going into the BMW, it was found to be mint. The team did, however, take the opportunity to upgrade a few of the components in the cylinder head, using a few tricks it has learned over the years, which will now allow Daynom to rev as high as 9000rpm. We're told it will make the torque all the way there. So while, yes, it's a new shell, what's under the right foot is all too familiar. Each and every driveline component has been through the Templeman prep school of 1200hp in the RX-7; from the radiator to the rear axles, the team knows the components and how they will stand up to the unique punishment of competition drift inside out.

The only new bit that has been added to the mix is the Steve Murch custom-built Holset turbo. Daynom explains, "He basically took the engine characteristics from what the FD was doing on the dyno, and from what I wanted it to do, and built the turbo to be competitive against the torque the V8s are producing."

The other weapon — although not new to the team members, as they have run it overseas for some time — is nitrous, an addition to the D1NZ regulations for 2015. Says Daynom, "The nitrous will



**THE HGK MOTORSPORT FULL WIDE BODY KIT ALLOWS THE REMOVAL OF PLENTY OF REAR SHEET METAL; IN FACT, THERE IS NO EXTERNAL SHEET METAL LEFT BELOW THE WINDOWS AND BEHIND THE DOORS. THIS MAKES REPAIRS EASY TO ACHIEVE, SIMPLY BY PULLING ANOTHER PIECE FROM THE MOULDS**

#### **DRIVELINE**

**GEARBOX:** Holinger six-speed sequential,

gearbox cooler

**CLUTCH:** Powertrain triple-plate

**FLYWHEEL:** Custom flywheel

**DIFF:** Winters Quick Change limited-slip, custom billet axles, Porsche 930 inner CVs, Toyota Supra outer CVs, HGK Motorsport housing, Tilton diff cooler pump, diff cooler, Peterson inline filter





## SHOES

**WHEELS:** (F) 18x9.5-inch (12) Work D9R, (R) 18x10.5-inch (15) Work D9R  
**TYRES:** (F) Westlake RS Sport 235/40R18, (R) 265/40R18

**THE CONVERSION TO INVERTED FORTUNE AUTO DREADNOUGHT PRO COILOVERS IN THE REAR ALLOWS THE USE OF TOP AND BOTTOM ADJUSTABLE ARMS, PERMITTING ADJUSTMENT NOT ONLY IN CAMBER BUT ALSO IN OVERALL WIDTH**

run to 4500rpm. It's basically just to get the turbo going and allow me to drive it during the chase, so I can get on and off the throttle without it deciding to wheel stand and gain a ton of grip."

Like many teams, the Templeman's see nitrous as a big leveller against the instant torque of the V8s. Even so, that doesn't mean the allure of a V8 didn't see them contemplating jumping ship. "We were contemplating going the V8 route," Daynom continues, "but with the success we have had with the 2JZ and the fact we didn't want it to be D1V8, we stuck with the old turbocharger. If we went down the V8 route, it would have cost a shit ton to get it to go right and then to maintain it. The blessing with staying six-cylinder is that it [the E46] has always been a six-cylinder, so the weight characteristics should be very similar, and the 50/50 weight split shouldn't be messed up."

That perfect weight balance, along with the availability of off-the-shelf parts, played a big factor in the decision to go E46. Teams in Europe and the US have run and developed many components for the chassis, parts that have won championships on both sides of the Atlantic and can now be found in New Zealand — parts like the HGK rear subframe for the Winters 10.5-inch Quick Change diff, and, more important, the coilovers and steering componentry from Fortune Auto and Wisefab, respectively. The Wisefab lock kit corrects Ackermann, kingpin inclination, and castor and camber control. It's a kit that's been tried and tested, and something that Daynom is looking forward to putting all 60 degrees of to the test in a few weeks. Even pushing it around at the photo shoot, the team was excited with how the car steered. One can only imagine what it'll be like on lock at 140kph.

By the time you're flicking through this issue, the BMW will have been shaken down ahead of the opening round. There is only a small list of tasks to complete, then the E46 will be strapped on the DDT dyno. Just how much power will it make? An educated guess would put the figure north of 1150hp without the boost in a bottle — a figure that would make the car the most powerful on the D1 grid. Now, with a chassis and steering that are proven to be championship capable, it's going to make this season of D1NZ one hell of a nail-biter. Buckle up and grab some popcorn, folks, as you're about to see Euro logic in full effect.



## \* DRIVER PROFILE

**DRIVER/OWNER:** Daynom Templeman

**AGE:** Very, very old

**LOCATION:** North Shore 0629

**OCCUPATION:** Pool boy

**BUILD TIME:** Eight months

**LENGTH OF OWNERSHIP:** Eight months

**THANKS:** Brendon at BNR Engineering, Andrew at Rotorspeed, Mum and Dad, Eddy, Stew, Rosco, VQ, and Chase; Eddy and Bentley at B-Man Industries; Glenn and Geoff at Engine Specialties, Jeremy from Big Brown Industries, Mark and Brad at Jet Creative Studio, Ben Eckstein

**SPONSORS:** NAC Insurance, Toyota Galore, Car Colors, MSE Turbos, Fortune Auto, Link Engine Management, NZKW, West Lake Tyres, Fusion, North Shore Toyota, ST Race Supply



## \* EXTERIOR

**PAINT:** White White by Car Colors

**ENHANCEMENTS:** HGK Motorsport body kit, TMS boot spoiler, facelift conversion, Jet Creative graphics applied by Big Brown Industries





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# STROKED ASPIRATIO

MATT KOTSIFAKIS MAY HAVE HIT THE HOLY GRAIL WHEN HE BUILT A RAPID YET RELIABLE CAR. BUT GETTING IT RIGHT TOOK TIME, AS WE FOUND OUT

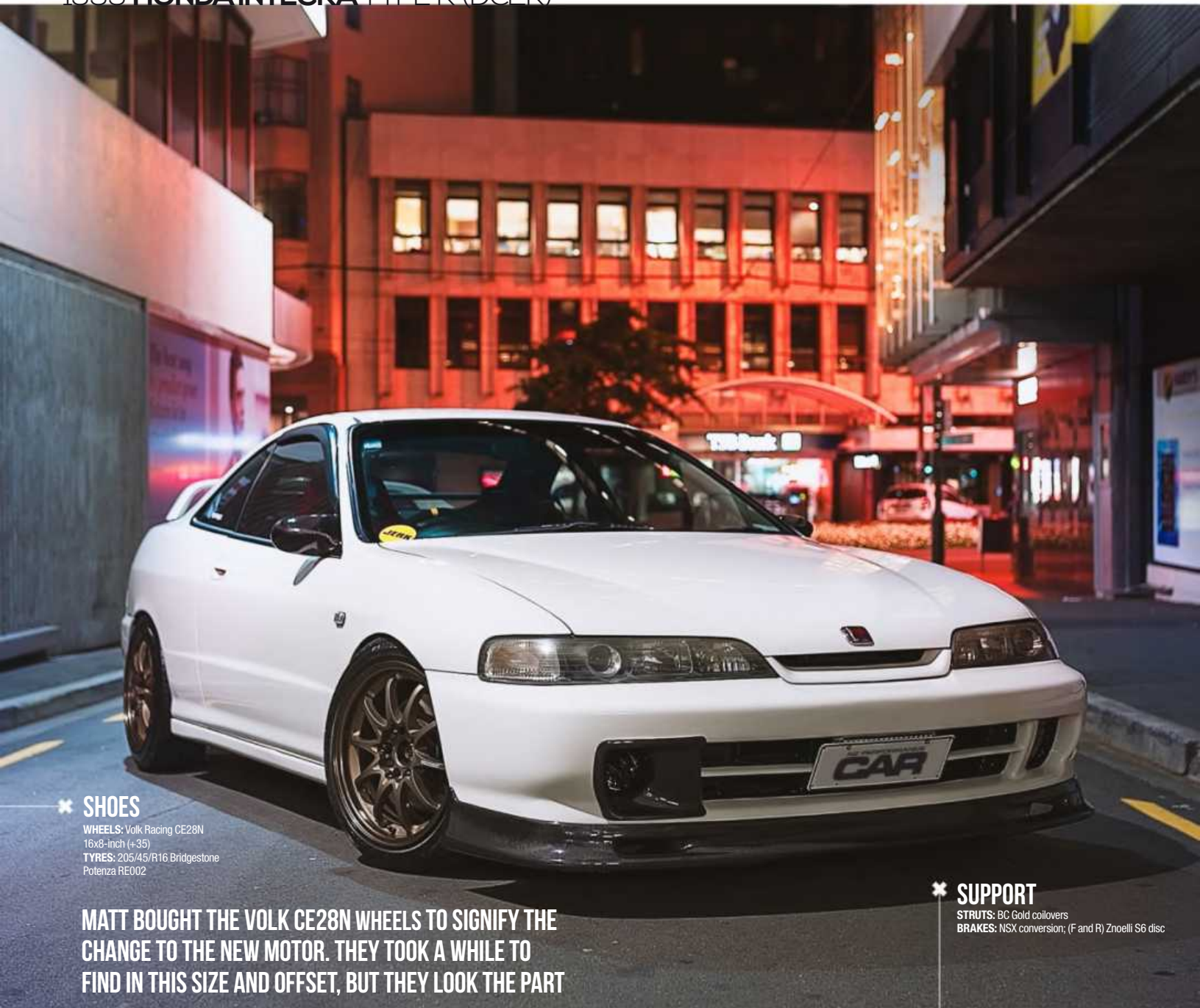




ON







\* SHOES

**WHEELS:** Volk Racing CE28N  
16x8-inch (+35)  
**TYRES:** 205/45/R16 Bridgestone  
Potenza RE002

**MATT BOUGHT THE VOLK CE28N WHEELS TO SIGNIFY THE CHANGE TO THE NEW MOTOR. THEY TOOK A WHILE TO FIND IN THIS SIZE AND OFFSET, BUT THEY LOOK THE PART**

\* SUPPORT

**STRUTS:** BC Gold coilovers  
**BRAKES:** NSX conversion; (F and R) Znoelli S6 disc



\* DRIVER PROFILE

**DRIVER/OWNER:** Matt Kotsifakis

**AGE:** 21

**LOCATION:** Wellington

**OCCUPATION:** Student

**BUILD TIME:** 10 months

**LENGTH OF OWNERSHIP:** Two years and 10 months

**PREVIOUSLY OWNED CARS:** EF Civic, Euro R Accord

**THANKS:** First off, a big thank you to Vinay at BBP and his team for the rebuild; Darren Galvin; Mac at Fortyone Automotive; Mum and Dad; my partner, Mariah Hori Te Pa; the CJC boys, Chim Patel; Chris Wall at STM; The Stallions; Caleb at Honda New Zealand; Keith at BMT; Speedmagnet; Total Towing; Ben at Vogel Motors; Tony's Tyre Service Petone; and NZHondas.com





THERE'S NO USE INVESTING MONEY IN THE CYLINDER HEAD WITHOUT ACCOMPANYING INTAKE UPGRADES. A PORTED SKUNK2 ULTRA STREET MANIFOLD AND S90 74MM THROTTLE BODY TOOK CARE OF THAT IN THIS CASE



## \* HEART

**ENGINE:** Honda B18CR, 1820cc, four-cylinder  
**BLOCK:** Bored and honed block to suit Toda stroker kit, Toda 81mm pistons, Toda connecting rods, Toda crankshaft  
**HEAD:** Ported and polished, Toda C2 cams, Toda valve springs, Toda adjustable cam gears, Toda head gasket, ARP bolt kit  
**INTAKE:** Ported Skunk2 Ultra Street manifold, S90 74mm throttle body, custom intake, K&N filter  
**EXHAUST:** Toda V2 headers, 2.25-inch Spoon N1 exhaust  
**FUEL:** 560cc injectors, ballast resistor, Walbro 255 pump  
**IGNITION:** NGK V-Power spark plugs, Spoon leads  
**ECU:** Hondata S300



Change is a good thing. It keeps things interesting, leads to progress, and opens up opportunities and new experiences. Change forces us to challenge ourselves and adapt to new surroundings and lifestyles. However, this principle doesn't always seem to apply to the game played out by most of you reading this. When the

time comes to decide which four-wheeled canvas to work with next, many seem to stick with what they know: another four-wheel drive, the next drift weapon, or a rotary with more displacement than the last. While some move on to a fresh idea once ownership is signed over, many go back for seconds, and, arguably, this is particularly the case for Honda owners.

There must be something addictive about them, a theory that definitely rings true for Wellington-based NA enthusiast Matt Kotsifakis. Having grown up surrounded by Hondas thanks to an older brother and his crew, Matt climbed aboard the high-revving train and hasn't yet found a reason to jump off. "Researching the motors and seeing their potential and how they perform, I wanted to follow suit," Matt says, and, "Seeing my brother and his mates progress with their cars and do them up made me want to do the same." Matt's previous rides were an EF Civic and an Accord Euro R, which served as building blocks for the '99 Integra Type R

weekender we see here today — a culmination of inspiration, experience, and research-fuelled expertise.

Originally, he was set on the later model K20A-powered DC5, and Matt searched high and low for one that would justify parting with funds, before he became distracted by an unmolested example of the DC5's predecessor. "Nothing was catching my eye," Matt explains. Then, "I stumbled across this DC2R, and I thought I'd check it out as it looked extremely clean in the photos. Sure enough, after seeing the car in person and taking it for a test drive, I was sold on it." Scoring a clean example of any 16-year-old car is always a challenge, and, being close to stock, with a couple of tasteful modifications, the Integra was somewhat of a rarity — the perfect canvas for his next VTEC project.

After he'd bought the car, he squirrelled away funds while slowly chipping away at the build. Being a student, Matt worked hard and savoured the bulk of his earnings while researching, deliberating, and not too hastily coming to a conclusion on what would make his Integra different from the rest.

Meantime, he saw to necessary aspects of the car. BC Gold adjustable suspension replaced lowering springs to correct the ride height and improve the Honda's handling, and a couple of carefully selected braces complemented the new shocks. Because the intention was to eventually add a good amount to the power and test the car's limits on the track, an upgrade in stopping

## \* DRIVELINE

**GEARBOX:** 1998 five-speed, short-shift kit, Cusco LSD  
**CLUTCH:** Exedy Heavy Duty  
**FLYWHEEL:** Toda



SUBTLE EXTERIOR MODIFICATIONS HAVE MADE A SIMPLE BUT TASTEFUL CHANGE TO THE CAR'S LOOK

\* POWER 149kW, 187Nm at the rear wheels



THE MINIMALISTIC APPROACH IS OFTEN THE BEST WHEN IT COMES TO PLAYING WITH CARS, AND THIS INTEGRA HAS PULLED IT OFF WELL

## \* EXTERIOR

**PAINT:** Touch-ups and panel work done by Darren Galvin  
**ENHANCEMENTS:** Spoon CF mirrors, CF front lip, CF front duct



power was required, and larger NSX brakes were sourced to ensure the car would pull up as well as it would take off.

As a steady stream of modifications slowly formulated the pieces of an ongoing puzzle, Matt began to contemplate bigger ideas, when his plans were unexpectedly brought forward. "I was pulling away from an intersection, and, at about 2000rpm, a rod welded itself to the crank," he says, laughing. "The engine died, and that was that." Naturally, it was time to reconstruct the B-series with a bit of a twist, and what ensued set this innocent-looking ride apart from others of its kind. "The idea of a K-swap did cross my mind," Matt admits. "But, in doing that, I'd feel like a bit of a sheep, and I'd also lose the B-series title. I wanted to keep the car clean, and genuine to its roots." Having investigated all rebuild options, he decided to order a Toda stroker kit through Mac at Fortyone Automotive. "It would be something different," Matt explains. "It's very rare, even internationally. I thought it could be something special, instead of just another Skunk2 engine, or whatever." Hey, if you have to rebuild the motor, you may as well do it properly, right?

Utilizing Toda parts to breathe new life into the engine without the input of someone who knows what they're doing is akin to building a drag car and running it on snow tyres: you'd be wasting your time and hard-earned cash. Enter Vinay of Bhikha Brothers Performance (BBP), who met with Matt and went through the installation of the kit and a blueprint of the B18C to make sure there would be no hiccups and to guarantee an optimal end result. Before the construction of the new four-banger took place, countless hours were spent cleaning any parts that were to be reused, as well as polishing the engine bay until the Queen herself would be content to consume her breakfast off the chassis rails.

The process of getting everything ready took some time, but the plan was to complete the build all at once. "And that

happened, thanks to Vinay, who worked four days and nights straight, completing and installing the motor," Matt tells us. BBP bored, honed, and readied the humble donk to receive an array of new internals. The block saw a new crankshaft and connecting rods and pistons, while the head received Toda cams and valve springs and cam gears, matched to the ported and polished bottom end with a Toda head gasket. The new parts have not only increased cylinder capacity but also enabled a substantial increase in compression, which, combined with the upgrades in the intake and exhaust departments, is something VTEC motors respond to favourably with a good tune.

Once the install was all but complete and Vinay had the car running right enough to be finished, Matt took it to have the deal signed and sealed by Chris at STM, who tickled the Hondata S300 ECU to produce 149kw and 187Nm at the wheels — impressive numbers for a naturally aspirated four-cylinder with only 1820cc of displacement. We're told this is only a run-in tune, mind you — once the engine has settled in, more work on the timing, along with a slightly larger exhaust, should net a very enjoyable power-to-weight ratio indeed. As it is, the car responds well, sounds amazing, and continues to generate usable power and torque throughout the rev range. By the time this goes to print, we will have seen it being thrown around track one at Taupo, but, as we write this, we can't wait to see how it stacks up against the competition.

It's often said that, when it comes to modifying cars, you get to pick two out of three options — cheap, quick, or reliable — you can't tick all the boxes. However, some cars are closer to disproving that theory than others, and this is one of them: a great example of a reputable classic that's been enhanced in order to hold its own yet that stands apart from the rest. There's a definite line between substantial change and quantified improvement, and this car draws it at 9000rpm.

NARDI WAS THE BRAND OF CHOICE WHEN IT CAME TO UPGRADING THE COCKPIT

## \* INTERIOR

**SEATS:** (F) SR3 Recaro  
**STEERING WHEEL:** Nardi Personal Trophy  
**INSTRUMENTATION:** Oil temperature and pressure gauges  
**ICE:** Pioneer head unit and speakers







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# V 4&ROTARY SOUTH ISLAND CHAMPS

NELSON TURNS  
UP THE HEAT

**W**hen the V 4&Rotary Nationals South Island Champs is an event not to be missed, as it showcases a passion that ignites some of the wildest builds in the country. The South Island Champs is the event of the year to build for every year, no matter what Japanese import you're into. Better yet it's held in Nelson, a town that shows us exceptional hospitality from the locals, making the trip that much more exciting.

This year's Friday night cruise arrived in full force, with literally hundreds of South Island-based enthusiasts cruising the streets of Nelson until the early hours of the morning, before waking a few hours later for day one of the two-day event.

The first day is strictly a drag-racing affair, held at Motueka's very own dragway — a retired airport runway. Unfortunately for the amped-up competitors, the track hadn't been used for six months, so initially traction levels were low, which especially caught out several of the Hamilton-based drivers. Those drivers could only be from one car crew — Untamed Motorsport. Five Untamed Motorsport drivers came down to contest the southern competition, all showcasing how potent their builds are.







As per usual, Michael Ledgerwood was out ripping big skids in his turbocharged 4A-GZE-powered Corolla KE35

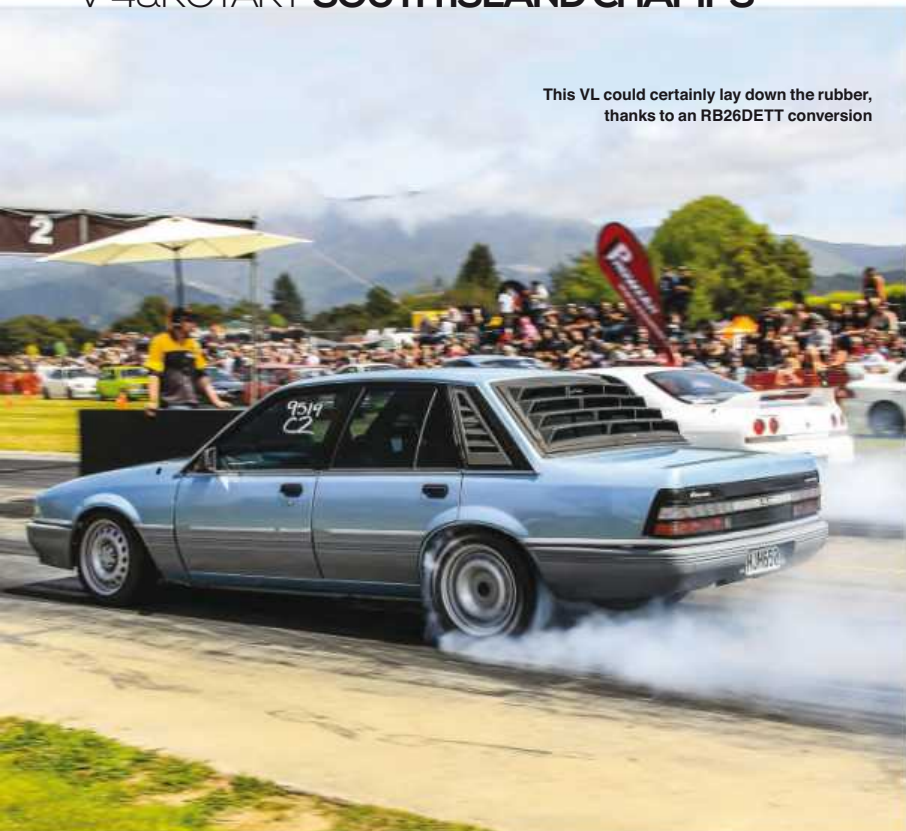


Hayden Thorn wasn't able to bring his freshly tuned 1100hp-plus R32 GT-R to Motueka this year, as it's simply too fast. Instead, he threw together a lesser-powered R32 package just in time for the drags, and joined other GT-R locals, James Wilkinson and Brian Ingham, in C1 class





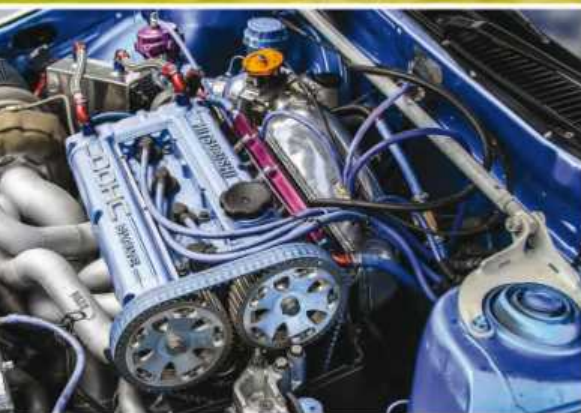
This VL could certainly lay down the rubber, thanks to an RB26DETT conversion



However you couldn't help but feel the presence that local companies NDT Developments and WS Imports had at the drags this year. It appears that James Wilkinson at WS Imports brings in the Japanese muscle, and Brian Ingham at NDT Developments turns it into a complete animal at his local tuning outlet, the only one of its kind in Nelson. Every one of his tuned GT-Rs made it to the sharp end of the competition. But if drag racing wasn't your thing, there was a car show in the pits, and a jet-powered dragster to blow your eardrums apart.







If you got as sunburned by Motueka's beaming sunshine as we did, you were as ready as we were to enjoy the shade the show and shine offered the next day, at Saxton Stadium.

To say we were blown away would be a blatant understatement when describing the cars on display on Sunday. Every year we're left gobsmacked by the south, but this year tops previous ones by a country mile.

One thing which was instantly noticeable was the number of custom paint jobs carried out, when compared to the car scene in the north. It seemed as though every second car was wearing a top-quality custom paint job of sorts. Ex cover-car owner Tim Johnson did the north proud by racking up his fair share of awards this year, which comes as no surprise given how immaculate his Mazda RX-2 is.

But forget the words, you want to see what you missed — or you remember. We've brought you plenty of great images in these pages, but given how many standouts there were, as always we've struggled to fit them all in, so jump onto themotorhood for extra coverage.



## LAWRENCE KNIGHT 1992 MITSUBISHI EVO II (CD9A)

Hamilton-based Lawrence Knight recently completed the transplant of the 350kW 4G63 engine set-up from his previous Evo, which ran a 10.6-second pass on chromies. It went into this Evo II following gearbox failure which resulted in a high-speed wall contact at Meremere Dragway.

The new build has already run a 10.8-second pass with only 303kW at the wheels, and riding on street tyres. Lawrence wasn't able to crack into the 10s down in Motueka, with a best time of 11.0.







Mark, Matt, and Darren's trio of brown cars just so happened to fall in the same line up this year at the South Island Champs. Although Mark's Cefiro and Matt's RX-7 are in the same crew, Darren's S14 just so happened to have the same paint colour, so the trio decided it best to team up



## EUROLOGIK-BUILT GOLF MK IV

Although it may not look like much to the untrained eye, this Volkswagen Golf R32 Mk IV is a serious piece of kit. Tom Hawthorne of Eurologik is behind the bonkers, no-expense-spared VW build, which is owned by Paul Fielding of Warmup New Zealand Ltd. Tom found his instructions for this build were simple: he just had to build the Golf as he would for himself.

The NZ engine was rebuilt using forged low-compression JE pistons, Integrated Engineering rods, and an ARP head-stud kit to handle the boost that will soon come its way. Turbo Care NZ built a hybrid turbo set-up that can provide ample boost to give a reliably stout 447kW (600hp) at the wheels, should Paul want it. Eurologik tuned the factory ECU, adding features such as launch control and flat shifting. Tom added Yellowspeed coilovers, Yellowspeed adjustable rear arms (upper and lower), a Yellowspeed six-piston brake kit, and H&R front and rear sway bars. An HPA Motorsport wireless Haldex controller that allows adjustment to the front and rear drivetrain bias on the fly has also been fitted. This Golf truly is a supercar beater. "The initial road tune has proven to be quite potent. The turbo almost seems too small, as there is no lag whatsoever," Tom told us. A 447kW power figure, with no lag, in an immaculate hatchback package? Yes please!



Avon Compton's new full-tube R32 is nearly ready to hit the track.





## NISSAN SKYLINE R34 WIDEBODY

It was great to see Brad Hinton's 1999 Nissan Skyline R34 GT-T break cover. It was originally built by Vick Bhatti in 2005, before going through a few owners. Brad told us that it was in a sad state when he purchased it. He converted it to an R34 GT-R front end, along with a complete panel and paint in Bayside Blue. The huge Work Meisters remain in a mouth-watering 18 by 13 inches on the rear, while the RB25DET now produces an impressive 313kW (420hp) at the wheels on 95-octane, and 380kW (510hp) on 98-octane fuel. Brad plans to hit the show scene hard this year, so make sure you take the time to have a closer look at this crazy-wide Skyline.



## LEIGH CHURCH 1975 MAZDA RX-3

Winner of Best RX-3, and Best Original Interior, Leigh Church's Mazda RX-3 had a constant stream of admirers. The body received a full bare-metal resto, before a respray in factory brown. "The body was in a terrible state, but the interior wasn't too bad. I actually ended up going to Australia and wrecking and cutting up another RX-3 to source the much-needed parts required for my one," Leigh told us. We're also told that this example in this trim is as original, and one of only eight in New Zealand, which makes it rather rare.







## NISSAN SILVIA S15 (2JZ-GTE)

Daniel Currie's immaculately-presented 2JZ-GTE-converted Nissan Silvia S15 took out the best drift-style car. "After going through nine RB engines, I'd had enough. My last RB I spent around \$30-40,000 trying to build a bulletproof package, and it still blew up. I've just had a gutsful of them," Daniel said. The initial tune netted 421kW (565hp) at the wheels, which wasn't enough, he decided. So another 2JZ is currently in the build, and with forged internals it should easily net 597kW (800hp) at the treads, backed by a dog box.

Another thing that caught our eye with this build was the fabrication work, which we're told is done by Christchurch-based company Motorsport Fabrication Services — the lobster backing is second to none.

Keep an eye out for Daniel's Silvia this season of D1NZ, Drift South, and Targa NZ, as he intends to get some serious use out of it.

## ALEX MACASKILL TOYOTA COROLLA SR COUPE

Powered by an Avgas-fed SR20, Alex MacAskill's 1977 Toyota Corolla SR coupe certainly has the go to match the show. A car painter by trade, Alex spent countless hours perfecting the panel work and custom orange paint. That and the added ducktail boot spoiler and black graphics give the old Corolla an almost muscle-car look, but with a Japanese and Kiwi flair. Alex managed to take out Best Piston Conversion and the Build Encouragement award, so no doubt when the Corolla is complete it'll knock a few punters off the show podium.



Believe it or not, this custom runs an EJ20 from a WRX







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# VIVA LAS SEMA

PEDEY HEADS ACROSS THE ATLANTIC FOR THE BRIGHT AND TACKY LIGHTS OF VEGAS



week ago, I packed my bags and said goodbye to the land of Vikings, pickled fish, and perfect bone structures — Sweden, in case you hadn't already guessed — and boarded a flight for the seedy weirdness of Las Vegas, Nevada. I was only going to be there for four days before heading home, but, to cut a very long and painful story short, by the time I actually arrived in the States, there were only three days left — I'd spent the first 48 hours at Heathrow Airport, standing in queues: thanks, fog!

Nevertheless, I got there in the end and headed straight out to the Las Vegas Convention Centre, where the biggest car-related show in the world, SEMA, was being held. I know quite a few readers have been to Las Vegas and SEMA before, but this was my first time out there in the desert. However, within a couple of hours, I felt as if I could really break down the vibe.

Just like the city, everything at SEMA is big. The venue itself is massive — it's just monster show hall after monster show hall — and before long my feet were absolutely killing me. I've heard from friends at SEMA who had iPhone fitness apps running that they were walking around 15 kilometres each day! For the most part, the vehicles are big, too. Americans sure like their trucks — most lifted and detailed to a ridiculous level. I can't even imagine how horrible those things must be to drive. And the people — well, the stereotypes are all true; most of them are pretty big as well!

At SEMA, you have to find the gems among the gravel. There are vast numbers of modified vehicles, and 90 per cent of them aren't worth looking at, but SEMA is so big that the remaining 10 per cent would easily fill Auckland's ASB Showgrounds. There are some amazingly high-quality builds on show — from the American, Euro, and import crowds in

equal measure — and the problem becomes simply to find them among all the lift kits, flashing lights, and generic hot-rod parts.

What about Vegas itself? I was lucky enough, through some contacts, to get a brand-new Alpina B6 to use while in town — and its boost and raw power really saved my week. Having a car — especially a very rare, 447kW luxury sedan — in Vegas really makes all the difference. I'm not a fan of the cheesiness and general over-the-top nature of the city, but I can't deny the joy of cruising the Las Vegas strip under all those lights, pulling up to valets to meet people at different hotels around the city, and basically just pretending I'm not a guy who lives pay cheque to pay cheque. It was fun, but, to be honest, when I packed my bags into the trunk of the B6 and headed out into the desert on my way to Los Angeles — where I needed to drop off the car and fly out — I was pretty happy to leave all the lights behind. Las Vegas is fun to visit for a few days, but anything more and the fake smiles, flashiness, and Elvis/Sinatra / Marilyn Monroe references all get a bit much.

There's nothing quite like an extended drive to clear your head, and the long open stretches of desert road allowed me blow the jet lag away with some twin-turbocharged V8 fury. Zero to 100 in 3.3 seconds and an 11-second quarter mile ... Yeah! You can bet I stopped at every shady diner and turned down every uninhabited side road for a little chest-crushing acceleration testing. Despite the Alpina's understated, classy looks, this thing is a torque monster, the sort of car to make your stomach drop on full boost. Eventually I got to LA, and, after a little cruising around — why not, right? — I sadly dropped the car off and headed to the airport, bound once again for Scandinavia.

So, would I recommend Las Vegas and SEMA now that I've been? Yes, I'd probably tell you to go once, just to say you've been\* — but don't stay too long, or you'll turn into an Obama-hating, American-flag-pants-wearing, lifted-Ford-F250 owner without even realizing it.









D

ERIC BUDD PROVED IT  
LATEST TECHNOLOGY  
INTENSE RACE C





# NZGT DESTROYER

IT DOESN'T TAKE HUGE POWER, PILES OF CASH, OR THE  
Y TO KICK ASS AT NZGT, ONE OF NEW ZEALAND'S MOST  
CLASSES. HE DID IT WITH HIS 1980 COROLLA LEVIN TE71





## HEART

**MODEL:** 3T-GTE, 1800cc, four-cylinder  
**BLOCK:** Decked, countersunk head-stud threads, 87mm 8.5:1 Arias forged pistons, Eagle H-beam rods, balanced factory 3T-GTEU crankshaft  
**HEAD:** 2T-GEU, modified Mitsubishi Starion head-stud kit, reground cams by Franklin Cam Services, custom adjustable sprockets, extended valve-stems  
**INTAKE:** Custom cold-air box, four-inch pod filter, four-inch intake pipe, Evo III throttle body  
**TURBO:** Garrett T3/T4 turbo, Sinco turbo manifold, custom heat shield  
**WASTEGATE:** 38mm TIAL  
**BOV:** Racepro  
**FUEL:** 40-litre alloy fuel tank, Carter lift pump, 2.0-litre surge tank, Bosch 044 fuel pump, factory fuel rail, 800cc injectors, D1 Spec fuel-pressure regulator  
**IGNITION:** Mercury marine-grade individual coil packs, 8mm leads, NGK-R plugs  
**EXHAUST:** Three-inch straight pipe, flexi-joint  
**COOLING:** Custom three-core twin-pass radiator, 19-row oil cooler  
**ECU:** Link G4 Storm  
**OTHER:** 2.0-litre catch can



Eric Budd has owned his 1980 Toyota Corolla since 2004, but you'd be right in thinking this white, '80s Corolla doesn't really look like it did when it left the Japanese factory — in fact, we struggled to identify it here at the NZ Performance Car office. We'd called it in because we'd heard the stories — NZGT was being dominated by a white Toyota Corolla that had been built in a rural Hamilton shed over the

course of 10 years — and we had to know more.

It all began back in 2004, when Eric purchased this car complete, and running a 3T-GTE engine conversion. The 3T-GTE was Toyota's first twin-cam turbocharged motor: it featured twin spark plugs per cylinder, two cams with eight valves, and a single CT20 turbocharger. Although it was no powerhouse, it did produce an impressive (for the time) 119kW (160hp). Best of all, though, it had potential, thanks to the turbocharger hanging off the side. Eric's 3T-GTE had been "rudely" installed, as he put it, but, nonetheless, it was in there. However, only a short time after Eric had bought it the engine exploded in a glorious fashion, and so the 10-year project began.

## INTERIOR

**SEATS:** (Driver) Racepro and Sabell six-point harness  
**STEERING WHEEL:** Momo  
**INSTRUMENTATION:** Water temperature, oil temperature, tachometer, and boost gauges  
**OTHER:** Six-point homologated roll cage

## EXTERIOR

**PAINT:** Ice white  
**ENHANCEMENTS:** Rear wing purchased from Mitchell Motorsport, custom-made aero and wide-body kit with fibreglass doors, hatch, bonnet, side skirts, one-piece front end and rear bumper, alloy rear panel, polycarbonate windows  
**OTHER:** GTRNZ-spec LED rain light







**THE 3T-GTE ENGINE CAME WITH A TWIN-SPARK SET-UP FROM THE FACTORY. HOWEVER ERIC'S ENGINE HAS A 2T-GEU HEAD INSTALLED, WHICH IS OFF A NATURALLY ASPIRATED MODEL FROM THE SAME ERA. THE CONVERSION WAS COMPLETED TO GIVE ERIC A BUMP IN COMPRESSION. THE OTHER ADDED BENEFITS WERE STRAIGHT INTAKE RUNNERS AND A FORWARD-FACING PLENUM. THE 3T ALSO FEATURES FORGED INTERNALS, A LARGE GARRET TURBO AND AVGAS, PUSHING OUT 247KW AT THE REAR WHEELS**

With the engine in for its first rebuild, Eric decided to install an intercooler to help reduce the chance of detonation in future, as it was this that had caused the motor's untimely demise. At the same time, he thought he may as well make a spoiler to house it in ... then, as they tend to, things soon spiralled out of control.

"Two years later, it was still in the shed having custom fibreglass panels made for it," Eric told us. It was in this guise that Eric first entered SS2000, the stepping stone for his New Zealand-based weekend-warrior racing career. After three years of contesting SS2000, he made the move into GTRNZ, finding his home within NZGT. By this point, the tough little 3T-GTE was producing good power, with a 2T-GEU naturally-aspirated head adding a bump in compression, plus a Sinco top-mounted manifold and a Garrett T3/T4 turbo, cooled by a factory Mitsubishi Evo intercooler. At the end of the 2011-2012 season, Eric was invited to take part in the famous ITM Hamilton 400 in the GT1 support class, which was when he met Dave Heederger from Dtech Motorsport.

"We spoke about ECUs, turbos, and coils. Dave convinced

me to rip the old Link G1 ECU out and replace it with a Link G4 Storm, and switch to individual coil packs. This started my ongoing relationship with Dtech, and sparked further development of the Corolla."

Although the engine was now pushing out more power, Eric now had a few gremlins to work that developed during the 2012-2013 season, including a blown head gasket and misfiring issues. Getting T-boned at Manfield Autocourse didn't help, either. Mark at Puketaha Workshop had the Corolla panelled and painted before the next meeting. The rear suspension was completely redesigned at this point, and now features a custom three-link set-up with a Toyota Hilux diff, complete with a custom two-way LSD unit.

Sadly, the 2013-'14 season ended abruptly when a rod punched a hole in the block. There are a few theories as to why that happened: Eric thinks the cause was a weeping head gasket. The rebuild during the off season saw a replacement engine built up, and the car received plenty of bodywork. A Link boost controller was added to bring boost in sooner, but the bulk of the off-season work went into completing a full wide-body kit, as well as changing

## \* SUPPORT

**STRUTS:** TA63 Celica struts, Koni inserts, adjustable platform coilovers, adjustable lower arms, camber plates, strut brace, Whiteline adjustable sway bars, custom adjustable three-link rear arms, adjustable Panhard rod

**BRAKES:** (F) Nissan Skyline four-pot calipers, Znoelli discs, Endless pads; (R) Nissan Skyline twin-pot calipers, Znoelli discs, Endless pads

**OTHER:** Modified factory

pedal box, twin master

cylinders, adjustable

brake-bias controller,

hydraulic handbrake





AS YOU CAN SEE IN THIS PHOTO TAKEN FROM THE INSIDE OF THE CABIN, THE DOORS ARE NOW MADE FROM TWO-LAYERS OF FIBREGLASS, AND ARE ALMOST SEE-THROUGH. THE HATCH, SIDE PANELS, AND COMPLETE ONE-PIECE FRONT END ARE ALSO MADE OF FIBREGLASS, RESULTING IN A 930-KILOGRAM COROLLA

the colour from the car's well-known red to a crisp white.

Every panel on the Corolla is now fibreglass, including the one-piece front end, the sides, the thin two-layer doors, and even the hatch. This bodykit not only allows Eric to run a much wider slick, but also means the Corolla weighs in at around 930kg, with about 20 litres of high-octane aviation-grade fuel.

It's safe to say that Eric's Corolla had become a monster. It was producing 247kW (331hp) and had the reliability to match, thanks to a set of forged pistons and rods. It was lighter than ever, had more aero than ever, and more tyre. The 2014-'15 season would be Eric's golden season.

The combo debuted at the first round, but, sadly, in race two things didn't quite go to plan. The first race saw an intercooler hose pop off, which placed Eric last, but he took back some glory with a fourth-place finish for the weekend. By round three, Eric was leading the series, and continued by dominating the remainder of the season. After the second race of the final round, Eric knew he had it in the bag, and he walked home with a third-place finish from a reverse grid.

From street car to NZGT-series winner, this Corolla has seen it all. Eric plans to run the chassis for as long it'll give him, which will no doubt be a good few more seasons. Originally, he'd planned to swap the older-generation 3T-GTE engine for either a 3S-GTE or a turbocharged 4A-GE, but he's gone off the idea for now, as the almost-vintage 3T has proven its durability time and time again.

Those of you who think a big budget, an expensive chassis, and a late-model, high-power motor are required to win a race series, think again. Get out in that shed and make a start — all it takes is the drive and the determination to succeed.

THIS IS ONLY ONE SET OF WHEELS THAT ERIC RUNS. THE 17X9-INCH ENKEI NT03S PICTURED ARE USED AS DRY WHEELS, MATED WITH 240/325/17 DUNLOP SLICKS. ALTHOUGH OUR PHOTO SHOOT WASN'T AT ALL DRY, IT DID MAKE FOR SOME FUN SIDEWAYS ACTION THROUGH PUKEKOHE'S VARIOUS BENDS

## SHOES

**WHEELS:** (F) 17x9-inch Enkei NT03, (R) 17x9.5-inch XXR527 (dry), 17x9-inch TBC MR5D (damp), 17x9-inch Super Advan Racing (wet)  
**TYRES:** (F) 240/625/17 Dunlop slicks, (R) 275/40R17 Hankook Ventus Z214 (dry), 230/640/17 Dunlop wet slicks (damp and wet)



SEVERAL COMPONENTS, INCLUDING TOYOTA CROWN FIVE-STUD HUBS AND CELICA SUSPENSION ARMS, ASSISTED THE CONVERSION TO FIVE-STUD. FOUR-POT NISSAN SKYLINE CALIPERS WERE ALMOST A DIRECT BOLT-ON TO THE NEW HUBS, REQUIRING ONLY A SMALL SPACER TO BE MACHINED TO GET THEM TO FIT. WITH THE SKYLINE CALIPERS, BRAKING WAS IMPROVED DRAMATICALLY, AND THERE'S A MUCH LARGER PAD RANGE AVAILABLE

## PERFORMANCE

**POWER:** 247kW (331hp) at the wheels  
**CIRCUIT TIMES:** Pukekohe 1min 12.1s, Hampton Downs 1min 12.6s, Taupo Motorsport Park 1min 40s, Manfeild 1min 14.3s

## DRIVELINE

**GEARBOX:** W55 Supra five-speed gearbox, heavy-duty front bearing  
**CLUTCH:** Xtreme six-puck clutch plate, Xtreme heavy-duty pressure plate  
**FLYWHEEL:** Lightened  
**DIFF:** Hiac Super Custom diff housing, 4.88:1 LSD head, two-way LSD unit made by Rae Emerson Motorsport  
**OTHER:** Factory driveshafts, modified rear end to suit Hilux diff

## DRIVER PROFILE

**DRIVER/OWNER:** Eric Budd  
**AGE:** 42  
**LOCATION:** Hamilton  
**BUILD TIME:** Two years  
**LENGTH OF OWNERSHIP:** 12 years  
**THANKS:** Rochelle and Wayne Conder at R and B Building Contractors, Tamaki, Wayne and everyone at Waikato Engine Reconditioners, Richard at Motorsport Electrix, Shane at One Stop Automotive Ltd, Nan and Matthew at The Bling Company, Heath and Rebecca Senar, Mark at Puketaha Workshop, my crew — Tayla Budd, Fiona Budd, Chris Mooney, Richard O'Neil, and Mark Dalby. I would also like to thank all the motor-sport volunteers, the GTRNZ committee, and our series sponsors — Marvin from Tradezone and Mike at Endless Brakes.







WESTERN SPRINGS

# INTERNATIONAL STARS TAKE ON THE KIWI BOYS

**BIGGEST SHOWS  
OF THE YEAR  
HUGE CROWDS  
SO BE THERE EARLY**



**DECEMBER 26**

**International Teams  
Event**

USA ★ AUS ★ NZ  
Western Springs

**DECEMBER 28**

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World Midget Series**

30 LAPPER  
Western Springs

**DECEMBER 30**

**United Truck Parts  
World Midget Series**

40 LAPPER  
Bay Park Family Speedway

**JANUARY 1**

**United Truck Parts  
World Midget Series**

KING OF THE SPRINGS  
Western Springs

**JANUARY 3**

**United Truck Parts  
World Midget Series**

50 LAPPER  
Western Springs

*Total prize pool of over \$100,000*

Tickets at [www.ticketek.co.nz](http://www.ticketek.co.nz)

For full event details go to [www.springsspeedway.com](http://www.springsspeedway.com)





# KEEPING YOUR STOPPERS COOL



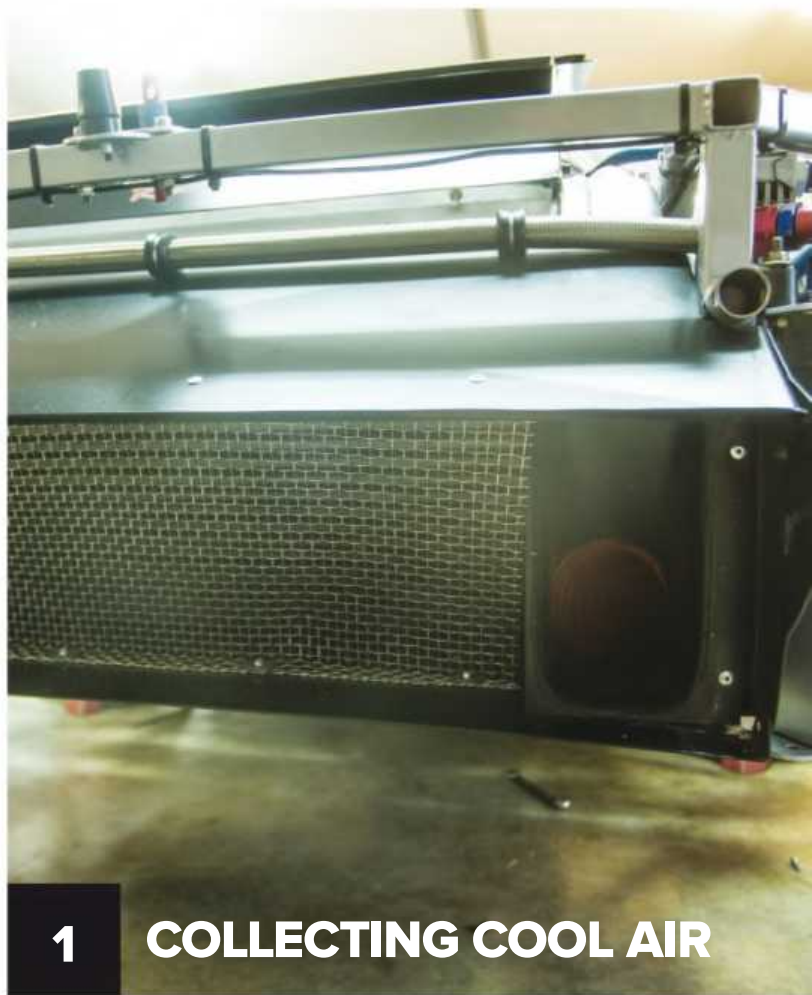
## WELCOME TO THE WEEKEND WORKSHOP, A PLACE WHERE YOU CAN SAVE SOME CASH BY GETTING YOUR HANDS DIRTY.

These tech guides aim to arm you with the necessary info and knowledge to get out there and give it a go yourself — with no professionals needed and a price tag that won't break the bank.

This month, we delve into brake ducting, a cheap and simple solution to that enemy of any weekend warrior, brake fade, one of the scariest things that can happen when you're committed coming into a corner. Brake fade is caused by overheated brake rotors transferring heat into the caliper and, in turn, overheating your pads — to the point that they disintegrate — and boiling your brake fluid. Assuming your car has vented rotors (if not, this should be your first upgrade), the rotor will be designed to pull air from the centre outwards. So, ducting cool air to the centre back of the hub is a great way to reduce brake-rotor temps, and this will have roll on benefits for your pads and fluid.

Each car is going to be different, both in terms of the place where you collect air from and the place where the duct attaches to your brakes. But the theory remains the same: duct cool air from the front bumper to the centre back of your rotor. If you have a modern popular chassis for modifying, you might be able to purchase a complete off-the-shelf kit, although putting together a kit is a pretty easy option if you have a few basic skills and tools.

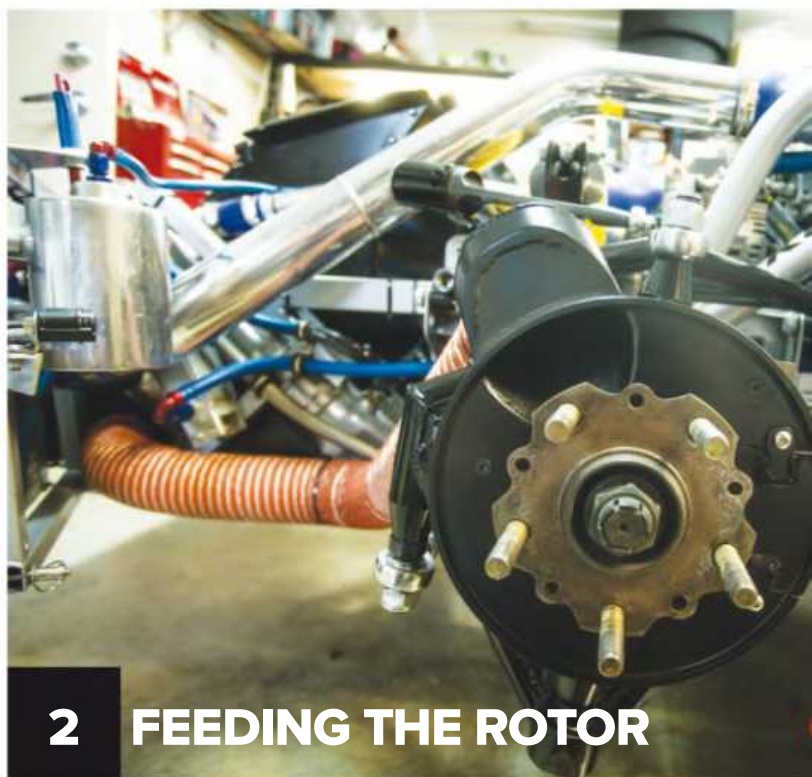
We should mention that swapping to a higher grade rotor, pad, and fluid is also a good idea to reduce the effects of overheated brakes, but adding cool air is going to help if you have a heavy vehicle or are heavy on the centre pedal.



## 1 COLLECTING COOL AIR

## STEP TWO:

On the back of your rotor, you will want to feed the air to the centre of the rotor, so that it will draw this air through its veins and out the outside edge. Anything like the two-piece rotor pictured is directional. There are a few different ways to attach the exit vent — the method you use can be as basic as to cable tie the hose to your strut, although this is not a very efficient way to do things. We recommend either a small bracket that bolts to the caliper mount through the



## 2 FEEDING THE ROTOR



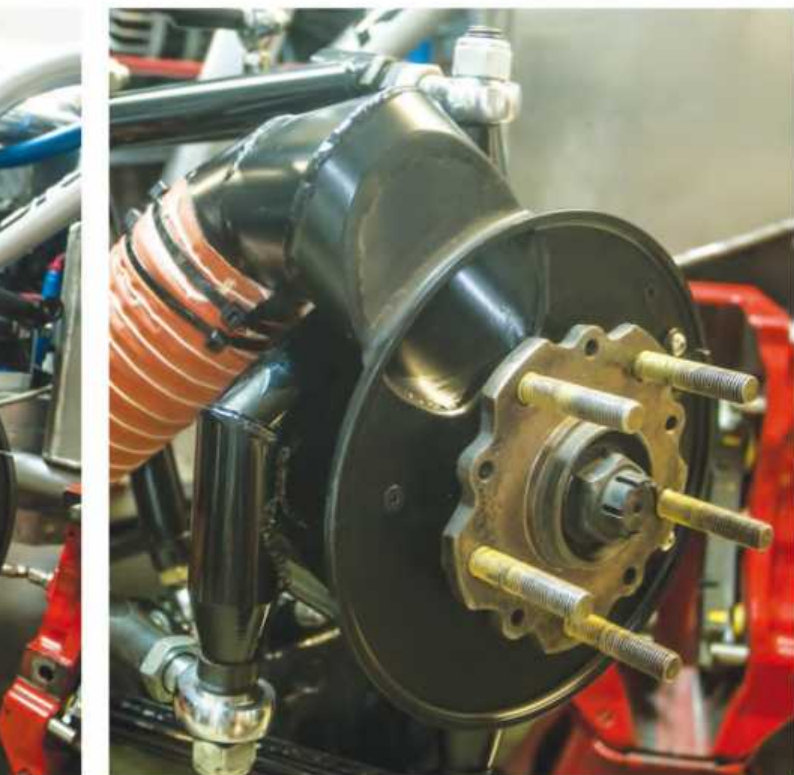


## STEP ONE:

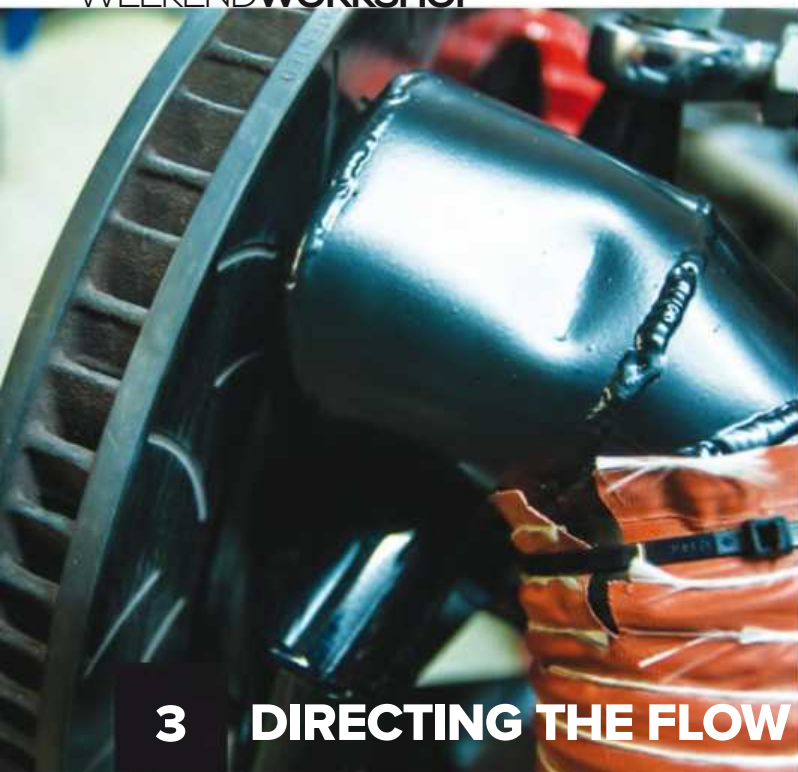
Choosing a location to pick air up from will depend on your car and what, if any, kit you have on it. Most modern cars have intakes on the side of the front bumper, while some kits have them on the side of the centre opening (see left). You can also purchase fibre-reinforced plastic (FRP) ducts to fix to the back of the bumper to which your ducting hose will attach. If you're running something a little older, like this Mazda 616 (see right), you will need to make something. This particular car uses a Ford Escort front-splitter purchased locally and modified to fit the lower valance shape. The circular ducts are alloy tubing with small tabs welded to the back that we then glassed onto the splitter. Simple, cheap, and effective. Another option, if you don't want a modified bumper, is to have the duct sitting at the bottom edge of the bumper so that air travelling under the bumper will be collected.



caliper bolts and holds the three-inch alloy pipe with a direction vent pointed to the inside of the rotor. Doing it this way ensured that the air would be forced to go where we wanted it. An alternative would be either to attach the exit vent to the backing plate that most rotors have from factory or to remake the backing plate with the duct built-in — this option would ensure more of the rotor would get fed cool air; it's this style that's employed by most high-end race machines.



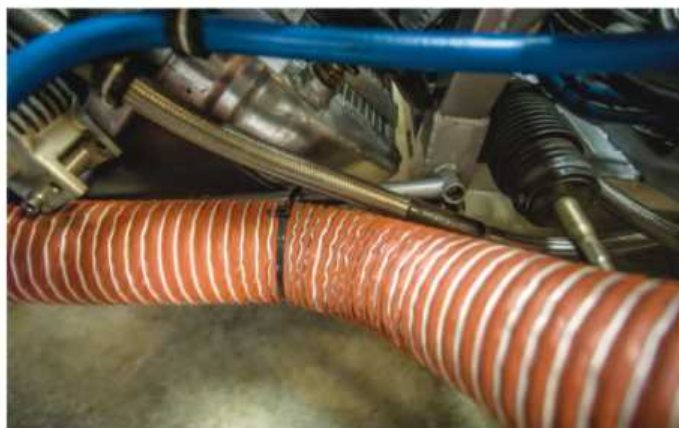




### 3 DIRECTING THE FLOW

#### STEP THREE:

Joining the two ducts is a simple process of running a small piece of specialized tubing. Brake tubing, which comes in both orange and black, is available in a few different sizes (most commonly, three inch), and can be bought from most speed shops or online. When routing your duct, you will want to make sure it's securely attached to the body of the car and out of the way of any moving suspension parts, so it can't get crushed or damaged.



Cable ties, wire tie, or a hose clamp with mount will do the job. You will also want to hose clamp each of the ducts. Then, make sure that the duct clears the wheel when it's on full lock, but, at the same time, that it does not stop the wheel from going lock to lock. Some circuit cars with wide front wheels use flattened tube joiners for extra clearance in this position.



#### STEP FOUR:

Brake-ducting hose comes in either black or orange and can be made out of one of two materials, neoprene or silicon. You will want to avoid the cheaper neoprene option, as it is only rated to 160°C (this is more commonly used for cabin ducting), whereas the identical-looking silicon variant will withstand 287°C. You will need to take into account that the brake side-exit duct will transfer heat into this tube when stationary.

High-end race machinery uses carbon moulded ducts that wrap around the entire centre on the wheel. Unless you are handy with carbon, though, these are total overkill, but they will transfer less heat than alloy ones.

If you're running a popular model of vehicle, you may be able to purchase the air dams used on the front bumper as some sort of off-the-shelf item. WRXs, Evos, 86s, Silvias, and FD RX-7s, for example, all have off-the-shelf kits available.



### 4 COMPARING COMPONENTS





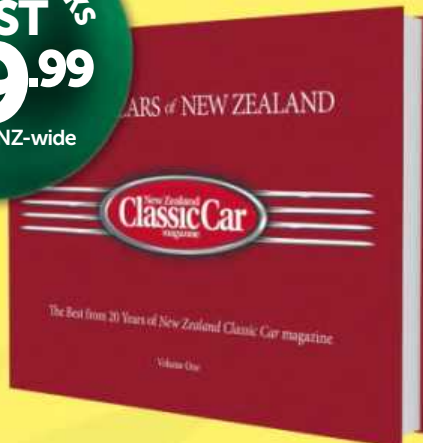
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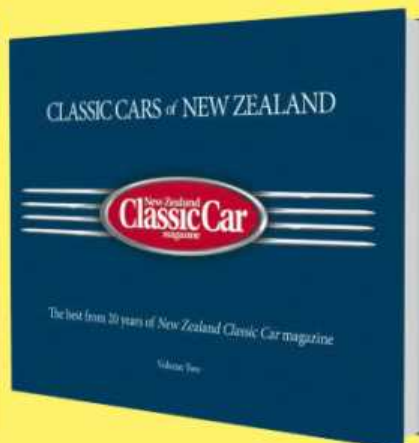
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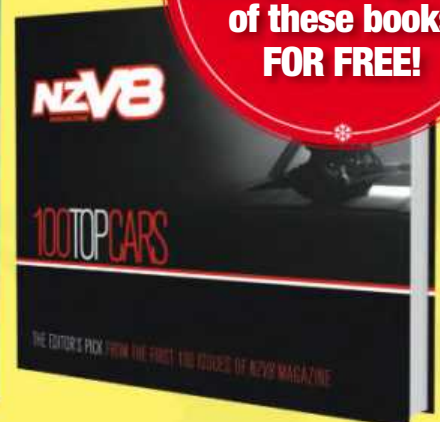
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# GODZILLA OF GRIP

AARON CHECKS OUT AN R35  
WITH SUPER GT WINNING DNA

**F**

illing the big — scratch that — enormous shoes of famous forefathers would be enough to scare any new kid on the block. But as soon as the 2008 R35 Super GT weapon, built to contest the nine-round championship, was unveiled at the Tokyo Auto Salon, it was evident that the new kid on the block was not only going to continue on the legacy but also rewrite it while doing so.

Seven years have now passed, and the GT500 machine has long since been retired to the Nissan DNA Museum on the outskirts of Tokyo. The compound is legendary and off limits to the public, so when I was offered the entire compound all to myself for two hours, how could I say no? It was built to house the legends and be available as an inspirational tool for the Nissan design engineers when they were in need of some vision. After showcasing the compound previously in *NZPC*, I decided that, on this particular visit, I would get up close and personal with a couple of my favourite cars, the first of those being the No. 23 Xanavi Nismo R35 GT-R.





Pedalled around the circuits by Satoshi Motoyama and Benoît Tréluyer, No. 23 was the number-one car of the two-car team. The Super GT cars are well known for their wild aero and aggressive appearance, but if you think a stock R35 looks angry, then wait until you see this one in the flesh.

When Nissan changed from the 350Z platform to the R35, the company wanted to ensure that weight was kept to a minimum, centre of gravity was as low as possible, and the VK45 engine was better than it had ever been. In 2008, Nissan opted for the 4.5-litre V8 mated to a six-speed sequential gearbox, as the production GT-R's 3.8-litre V6 was still too green for the upper echelons of motorsport and the torque output wasn't up to GT500 standards. The end result

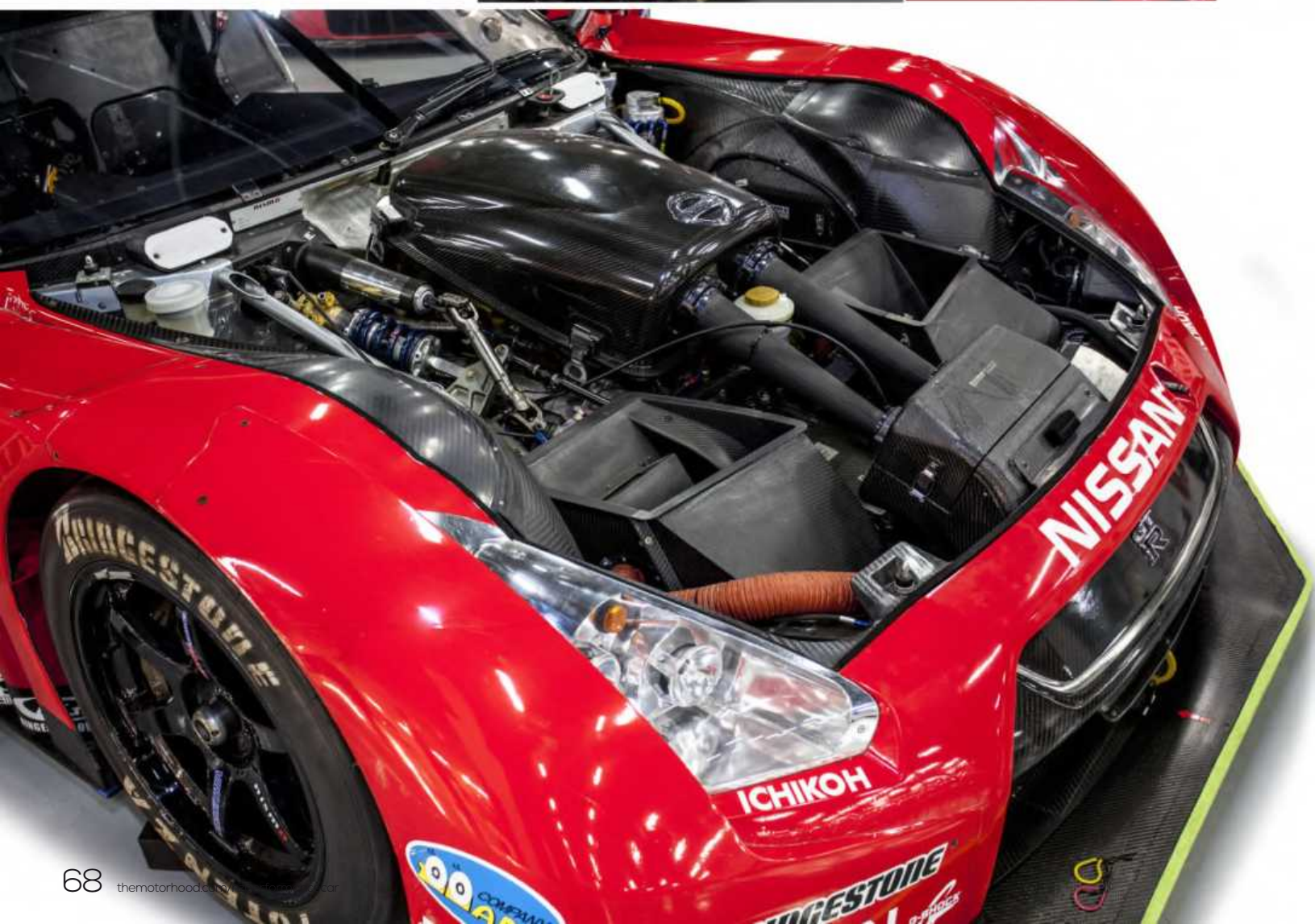


was an 1100kg GT-R producing 365kW (489bhp) with an idle of 3500rpm. Peak torque came at 6800rpm and peak horsepower at 8200rpm, thanks to engine tuner Impul. This translated to an 80-per-cent win ratio, which can really only be described with one word — dominance.

The biggest surprise that the car had to offer was how intricate and technologically advanced everything was. Looking at it during my visit, I continually had to remind myself that this was cutting edge seven years ago. And though a lot of it is now considered old by Japanese standards, it was still utterly mind-blowing. Inside the cockpit, the driver sits in a cocoon of carbon fibre, every adjustable setting of the car a mere arm's reach away. It was obvious that every inch of the car had been designed in the traditional Japanese way, so finding faults would be almost impossible. As the bonnet pins were clicked out and the top came off, the 500-plus-brake-horsepower beating heart of the car looked oddly small. With such an aggressive aero kit and big 18x13-inch Volk wheels wrapped in Bridgestone rubber, it was no wonder. Nestled in the side were the double wishbone suspension and Öhlins shocks, and the carbon-fibre airbox that feeds the engine with as much cold air as it possibly can was perched on top.

Even today, Nissan hasn't let too much information about this car go public. "We like to keep our secrets of success close to our heart, and that goes for our past success[es] as well," my guide smiled. In Japanese motorsport circles, you can't go much more top-shelf than Super GT, so I don't blame them for keeping tight-lipped. 'Godzilla' has a larger-than-life reputation, and standing in front of the 2008 championship-winning car was a slightly humbling moment, to say the least.

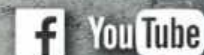
NZPC would like to extend a huge thank-you to Nissan and Azusa Momose for the kind hospitality; we look forward to returning again soon.



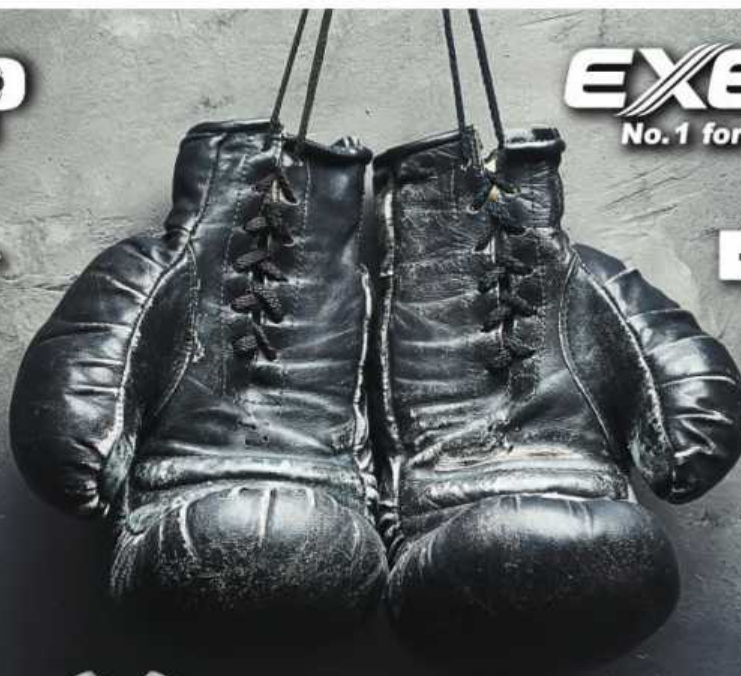


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# READING SPARK PLUGS



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with carburetted cars, things aren't quite that easy. Unless you've got a dyno you can access, one of the easiest ways to check the tune-up on your engine is to read the spark plugs. Essentially, the condition and colour of the plugs will let you know at a glance if your engine's running lean, too rich, or worse.



## CARBON FOULED

If the plug is covered with a large amount of black carbon, chances are the engine is running rich. This could be due to plenty of low rpm driving, excessive use of the choke, the ignition timing being too far retarded, or the heat rating of the plugs being too cold for the given application. The danger of having plugs like this is that an electrical leak path could form, resulting in a misfire.



## OIL FOULED

Plugs covered in oil are never a good sign, and they're a sure-fire indication that things aren't running as they should. The cause of oil entering the combustion chamber could be something as simple as the oil level being too high or something far more sinister, such as worn piston rings or valve guides. Alternatively, if just one plug from a set looks this way, there is a chance it's not getting spark at all, possibly because of a damaged ignition lead or similar. The result of oily plugs is usually a misfire, as the oil reduces the resistance between the centre and ground electrodes.



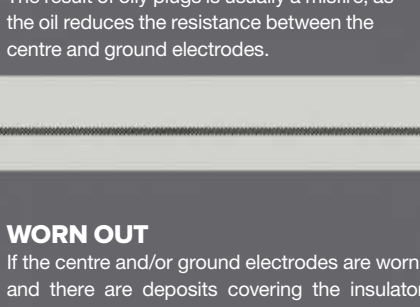
## OVERHEATED

Small black spots on the insulator nose and a white or glazed look are a sign that the plugs are overheating. Occasionally, the electrodes could have a cauliflower-like texture. The danger with either of these situations is that the most likely cause is the engine running lean. This could be due to poor tuning, a vacuum leak, or the spark plug heat rating being too hot.



## ASH FORMATION

If there's heavy ash formation around the electrodes, that's a sign that your engine is burning oil. It is also a sign that the condition of the rest of the engine isn't so good, either.



## WORN OUT

If the centre and/or ground electrodes are worn, and there are deposits covering the insulator nose, chances are your plugs are nearing the end of their life. Using them in this condition will result in diminished fuel economy as well as reduced performance. But at least the tune-up in your engine is good, so it's simply a matter of replacing like with like, and you'll be away laughing again.



## NORMAL

If your plugs have slight deposits on the insulator's nose, ranging from brown to greyish white, your engine is functioning correctly. Under ideal conditions, the insulator nose should be white and the electrode a light grey. Any variation from this is less than optimal.



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**OWNER:** JON-PAUL FERGUSON **LOCATION:** NORTH SHORE, AUCKLAND

**OCCUPATION:** MECHANIC AT CONVERT MOTORSPORTS

**NZPC:** Hey JP, that's one serious Accord you've got there — when did you first get into Hondas?

JP: Hey guys, I've liked Hondas since I was about four years old. My mum had a '79 Honda Civic RS (EB) and then an '88 Honda Prelude Si, so it really started from there.

**NZPC:** How long have you owned the CL1 Accord for?

JP: I've owned the Accord for seven years; I was its first owner in New Zealand and it was completely factory.

**NZPC:** Tell us about the different stages it's been through.

JP: Initially, I didn't want to modify it. Then, I installed an intake, and so on, and so on. Before I knew it, it was on adjustable suspension and had wheels. I entered it in some car shows, but unfortunately one day some little scumbags stole it and totally destroyed it. Insurance would only cover the minor stuff so I had to start all over again.



**NZPC:** Is it at a point now at which you can enjoy it?

JP: Definitely! I'm putting that R badge to good use and enjoying it on the track. I've done about six months of tweaking the suspension, brakes, and aero. I've had a few hiccups, but it's an awesome car that makes good power and handles extremely well. The best thing is that it's reliable; I can always count on the car to race all day and drive me home afterwards.

**NZPC:** What plans have you got next, or is it finished?

JP: Nope, the Accord will never be finished. I'm always looking at developing more bits or changing things — it might receive a special K-series diet soon.

**NZPC:** Thanks for your time, JP — hopefully we'll get to see you cutting some laps one day.

**MAKE/MODEL:** 2000 Honda Accord (CL1)

**ENGINE:** H22A, 2200cc, four-cylinder, custom three-inch tuned-length carbon-fibre intake pipe, Top Fuel 0-1000 three-inch pod filter, intake manifold divider plate, 10.5mm spark plug leads, MSD coil, 2.5-inch HKS Hi-Power exhaust system, twin HKS exhaust tips, Fenix alloy radiator, Samco radiator hoses, 1.3-bar radiator cap, Gizmo CamFC, modified ABS computer, Pivot speed-cut defender, Pivot fan controller, custom battery box, Phase oil cap, carbon fibre-coated rocker cover

**DRIVETRAIN:** Five-speed LSD gearbox, custom hand-cut synchros, Exedy heavy-duty clutch, Skunk2 shifter extension

**INTERIOR:** Stripped interior, low seat rail, Vision carbon-kevlar seat, Sabelt harness, Sony head unit

**EXTERIOR:** Custom front splitter, Zeal side skirts, custom rear lip and diffuser, custom wing, custom rear guard flares, stainless front splitter supports, modified factory front guards, carbon-fibre bonnet, carbon metallic roof paint, Mugen fuel cap

**SUSPENSION/BRAKES:** HKS Hipermix coilovers, Ultra Racing rear strut brace, CL7 camber arms, DC5 Brembo calipers, S2000 discs, Formula pads, CL7 rear calipers, Project Mu rear pads

**WHEELS/TYRES:** 17x8.5-inch Advanti Tenjin, 215/45R17 Nankang NS2-R







# ANIMAL STYLE

ASHLEIGH SITS DOWN WITH  
AMERICAN DRIFT TEAM,  
ANIMAL STYLE, WHICH IS ALL  
ABOUT LOW CARS, DRIVING  
HARD, AND HAVING FUN

I find it difficult to explain my love affair with the US, but I think what it all boils down to is the amount of positivity that shines bright from its thriving drift culture. There is a certain kind of serenity I seem to find when attending events there, and it is definitely on a different level from some of the local days back home in New Zealand. Whether it's tossing wrenches between pits or sharing beers among friends, you just can't seem to beat a good ole American shakedown at the racetrack. There is a drift team — Animal Style — that stands in a league of its own. With the combination of team members' wild and aggressive driving and laughter and quality time with like-minded people, it's no wonder that they're taking the drifting world by storm.







Admittedly, I'd personally spent a decent amount of time in the past in front of a computer watching the video antics of team members Julian Jacobs and Ryan Kado (drivers of the 1JZ Nissan S14 and RB20 Nissan 180SX, respectively), and I was a little anxious when Julian told me that they were unable to make it to this year's annual JustDrift All Star Bash event. That being said, it certainly wasn't hard to find the rest of the team setting up

camp near the entry to the notorious Horse Thief Mile track, and, calling on my wealth of internet knowledge, I marched on over to a familiar-looking fella in a sea of red.

"How's the BEAMS motor holding up?" I asked Andy as he put down his gloves and helmet.

"Perfect," he responded. "I'm just about to head back out there actually — you're coming, too."



## JASON BOSTROM NISSAN 240SX (S13)

INSTAGRAM: @babyjasons13

ENGINE: S14 SR20DET, Tomei-built head, forged bottom end, DOC Race manifold, Garrett GT3076R turbo, Link G4 ECU

SUSPENSION: Heat Maker steering components, Stance coilovers, Cor Integration curved sway bar, Cor Integration tension rods

WHEELS: (F) 17x9-inch Rays Gram Light 57D, (R) 18x10-inch Work XC8

KIT: D-MAX Type 3

WHY ANIMAL STYLE? We're a bunch of friends looking to drive low-riding Japanese-inspired cars into one another

THANKS: Fine Line Imports, Koyorad, GT Radial, GTR Garage, Dmagic.us, Hoonigan, Heat Maker, Santa Rosa Tires Plus, Epic Images, DOC Race, my girlfriend, and everyone else who has lent a hand in preparing the car for events



## ANDY GILLESPIE 1986 TOYOTA COROLLA (AE86)

INSTAGRAM: @agillespie66

ENGINE: Toyota BEAMS (black-top) 3GSE, Toyota 20v individual throttle bodies, Xcessive Manufacturing adapter kit, AEM V2 ECU

SUSPENSION: T3 coilovers, adjustable camber plates, Heat Maker knuckles, Heat Maker LCAs

WHEELS: (F) 15x8.5-inch Rays Gram Light (R) 15x9-inch Rota Shakotan

KIT: Run Free Type II

WHY ANIMAL STYLE? We are a close group of friends who aspire to push each other's driving ability further, while chucking low cars at walls

THANKS: Heat Maker, GT Radial, Hoonigan, Dmagic.us, Mark Panic, Bandit





## BLAKE OLSEN NISSAN 240SX (S13)

**INSTAGRAM:** @b\_olsen\_

**ENGINE:** Chevrolet LS3 V8 (387kW), T56 six-speed, RPS twin plate carbon clutch

**SUSPENSION:** Stance coilovers, Parts Shop Max drop knuckles (front and rear), Parts Shop Max adjustable camber and toe arms, custom chromoly lower control arms, Slikky front sway bar

**WHEELS:** (F and R) 18x11-inch Work VS KF, 18x11-inch Work Rezax, 18x11-inch Weds Cerberus, 18x11-inch Weds LXZ, 18x11-inch SSR Agle Minerva, 17x9.5-inch Work GMR Equip

**KIT:** BN Sport Type II body, Origin Labo Type 3 front fenders, D-MAX rear fenders, Rays Factory wing

**WHY ANIMAL STYLE?** Cool dudes, low cars, and hard driving!

**THANKS:** My Dad, Falken Tire, VR Wheels, Butch's Speed Shop, Patrick's Signs, Rays Factory

## IT CERTAINLY WASN'T HARD TO FIND THE REST OF THE TEAM SETTING UP CAMP NEAR THE ENTRY TO THE NOTORIOUS HORSE THIEF MILE TRACK



## TOMASZ OLECH 1987 TOYOTA COROLLA (AE86)

**INSTAGRAM:** @toma86

**ENGINE:** Nissan S13 SR20DET, BC 264 cams, cam gears, springs, and retainers; 720cc injectors, APEXi metal head gasket, Garrett GT2860R turbo, AEM ECU

**SUSPENSION:** T3 coilovers, T3 camber plates, T3 roll-centre adjusters, T3 control arms, T3 tension rods

**WHEELS:** 15x9-inch Rota Kyusha

**KIT:** Andy's Run Free Type II front bumper, Origin Labo side skirts, Origin Labo rear bumper

**WHY ANIMAL STYLE?** I've had the privilege to drive with most of these guys for over six years now, and the outlook on drifting has always been centred on how much fun can we have in our cars. Whether it was competing, practising, or just open track days, it's always been [about] how much fun can we have. They are all wonderful individuals, and I feel we all encourage and push each other to be the best drivers we can be. The main objective is to enjoy the full drifting experience together and with others; I really hope we continue on in that spirit for many years to come

**THANKS:** My wonderful wife for supporting me, my father for allowing me to work on my cars at his shop, Techno Toy Tuning for making reliable parts, my wonderful family and friends who continue to inspire me to push harder and be a better driver and person





A couple of wristband waves and seat-belt clicks later, I was sideways, careening down the entry straight of Willow Springs Raceway, a hand's reach away from another Animal Style car behind us doing the same. When it was all over, they threw their helmets down in a burst of laughter.

"Dude, did you see me? I almost hit you — it was awesome!"

That is what drift team Animal Style is all about: positively showcasing members' love for low cars and grass roots drifting by pushing each other as close as they can to the limits,

then working together to fix any bumps and troubles before they enter another event and complete the cycle, with plenty of time for friends and no time at all for negative vibes. I commend the boys at Animal Style for the amount of commitment they have put into their cars simply for a bit of fun and to inspire others to do the same. I mean, hey, who wouldn't want to be around that sort of culture?

I can't wait to see what the future brings for this team. Whatever happens, I'm sure it won't be without a few scraped walls and lost bodykits.



## LUKE WRIGHT 1990 NISSAN 240SX (S13)

**NICKNAME:** Baby Luke'

**INSTAGRAM:** @wrightluke

**ENGINE:** S14 SR20DET, Parts Shop Max high-mount intercooler, three-inch straight pipe

**WHEELS:** (F) G-Corporation 18x9-inch (+10), (R) Weds Cerberus 18x11-inch (-20)

**SUSPENSION:** Parts Shop Max coilovers and rear arms, Heat Maker steering components

**KIT:** PS Duce Type 1

**WHY ANIMAL STYLE?** We're a bunch of close friends trying to keep grassroots drifting alive with aggressive driving and low cars  
**THANKS:** GTR Garage, VR Wheels, GT Radial, Santa Rosa Tires Plus, Heat Maker, Dmagic.us, DT Metal Works, my family, my father Cris Wright, and everyone else who has helped me along the way to make it all possible



## HERTRECH EUGENE JR 1988 MAZDA RX-7 (FC)

**INSTAGRAM:** @hertlife

**ENGINE:** 2004 Chevrolet Tahoe 5.3L V8, Turbo By Garrett GTX4088R, Wiring Specialties Engine Harness

**WHEELS:** (F) 18x9.5-inch (-12) Work Meisters, (R) 18x10.5-inch (-15) Work Meisters, Wheels built by VR Wheels in California

**SUSPENSION:** BC Racing Coilovers, Part Shop Max suspension arms, Part Shop Max angle kit

**KIT:** BN Replica, (I'm trying to be like the FC Daddy Haru)

**WHY ANIMAL STYLE?** There is just a certain way people in Drift Team Animal Style drive ... I like it, a lot

**THANKS:** GT Radial, Enjuku Racing, Hoonigan, Yukio from Turbo by Garrett, BC Racing, VR Wheels, Takata Racing Harnesses, Wiring Specialties, Grip Royal, South County Auto Body



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## EXPERIENCE A DREAM CAR RIDE

4

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## DEMON ENERGY TATTOO

5

Drink with ink, with the newest addition to the Demon Energy range — Demon Energy Tattoo. Featuring a kick-arse, tattooed can design, this limited edition release is only available while stocks last, so be sure to get one fast before they're all gone. Demon Energy Tattoo brings a new flavour combined with the huge hit of taurine, caffeine, and guarana the Demon range is known for. The perfect ammunition for those who live a little wild, Demon Energy gives you that energy boost when you need it. Demon Energy Tattoo is available now for a limited time.

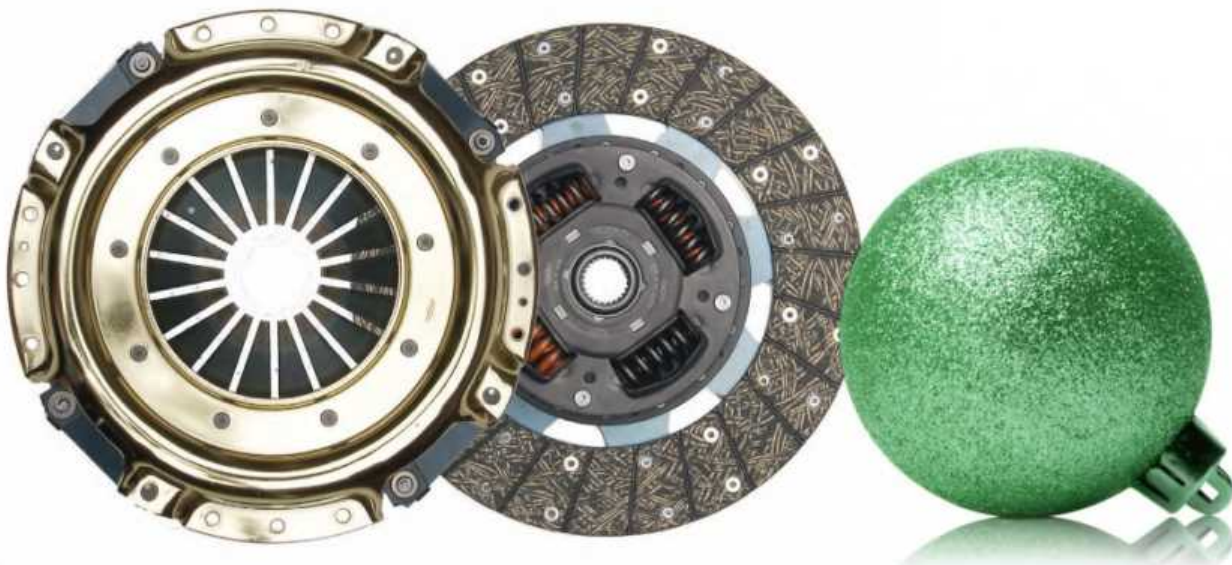
## HOONIGAN UV CENSOR BAR TEE

6

This best-selling, men's short-sleeve T-shirt with reflective censor bar logo that changes colour in sunlight is a must for your Christmas wish-list this year. Embrace the Hoonigan lifestyle and spruce up your wardrobe at the same time — we call that a win-win. Available in dark charcoal in a range of sizes, be sure to grab your Hoonigan UV Censor Bar tee now from [hoonigan.com](http://hoonigan.com) — they have an MSRP of only US\$24.95.



7



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9



## EXEDY SPORTS TUFF CLUTCHES

7

The Exedy Sports Tuff range offers clutch kits ideally suited to applications that require extra torque capacity, with three levels of performance available. First is the Heavy Duty range — a clutch disc lined with organic friction material. Next there's the Heavy Duty Button selection, which offers a cere-metallic friction material clutch disc for increased torque capacity. Finally, the Heavy Duty Button options are the pinnacle of the Sports Tuff range, combining the cere-metallic friction material clutch disc riveted directly to a robust coupling plate for seriously tough performance. For more information on the Exedy Sports Tuff clutch kit range, visit [exedy.com.au](http://exedy.com.au).

## CLARION CX305AU

8

In need of a head-unit upgrade? Clarion has released its latest two-DIN head unit just in time for Christmas. The CX305AU is able to play CD or MP3 (through the front USB input) and has front, rear, and sub RCA connectors if you need to expand your amplification. The CX305AU also has Bluetooth capabilities for hands-free calling and music streaming. The CX305AU is available now for an RRP of \$329. For more information, visit [zeroflex.co.nz](http://zeroflex.co.nz) or your nearest Clarion retailer.

## AUDISON AV5.1K

9

This monster amplifier from Audison of Italy allows you to have 2x 75RMS and 2x 140RMS of power, and 1x 1000RMS on the sub channel. Boasting an AB-class for the four, full-range channels, and a D-class for the sub channel, it offers the highest-quality sound performance for your car audio system. What's more, the AV5.1K does it with less than 0.1 per cent THD (total harmonic distortion). For more information on the Audison AV5.1K — which has an RRP of \$1699 — check out your nearest Audison dealer, or visit [zeroflex.co.nz](http://zeroflex.co.nz).





11



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12

## CALL OF DUTY: BLACK OPS III

## CERWIN VEGA B55 FIVE-CHANNEL AMPLIFIER

## CERWIN VEGA CVBTR10 BLUETOOTH RECEIVER

10

*Black Ops* is back. With three years of development, the award-winning Treyarch studio — developer of the two most-played games in *Call of Duty* history — has created its first title for next-generation hardware in the critically-acclaimed *Black Ops* series. *Call of Duty: Black Ops III* transports you to a dark, twisted future, in which a new breed of Black Ops soldier emerges in a world where cutting-edge military robotics defines warfare, and the lines are blurred between our own humanity and the technology we created to stay ahead. For a list of retailers stocking *Call of Duty: Black Ops III*, visit [callofduty.com/blackops3/buy](http://callofduty.com/blackops3/buy).

11

This ultra compact, D-class full-range five-channel amplifier has advanced rollback technology, and includes thermal protection and high-level speaker inputs for getting the most out of your audio system. It's able to supply four 300W and one 350W at four ohms, or four 150W and one 350W at two ohms, and you can even use this amplifier without a head unit using the Cerwin Vega Bluetooth 4.0 receivers (sold separately) to stream via Bluetooth. For more information on the Cerwin Vega B55 amplifier, which has an SRP of \$799, visit [cerwinvegamobile.co.nz](http://cerwinvegamobile.co.nz).

12

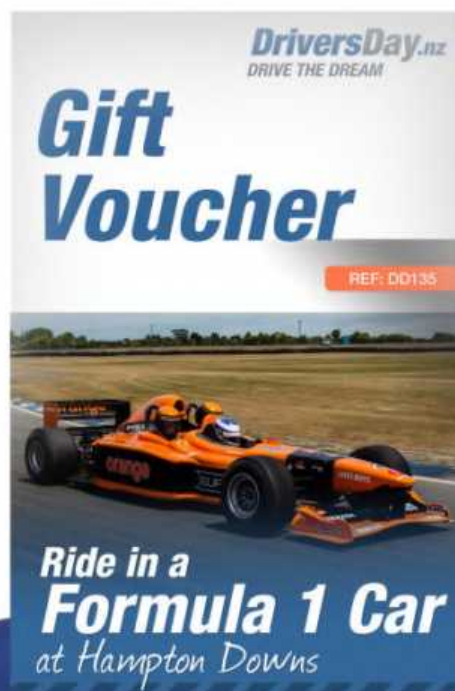
The Cerwin Vega Bluetooth receiver makes it easy to stream audio in your car without having to purchase a separate AM/FM/CD head unit. The CVBTR10 simply connects to one of the Cerwin Vega amplifiers equipped with a BTR port option or aux input, allowing you to stream directly into the system using A2DP. Ideal for a variety of applications, the CVBTR10 is water resistant — perfect for those summer days on the water. The CVBTR10 has an SRP of \$149. For more information, visit [cerwinvegamobile.co.nz](http://cerwinvegamobile.co.nz), or call 09 571 3375 to find your nearest dealer.



13



14



15



## HIGHLANDS MOTORSPORT PARK GIFT CARDS

## DRIVE THE DREAM

## POWERALL SUPREME

13

Nobody wants to get socks for Christmas — give your loved ones a Highlands Motorsport Park gift card this year instead. With a variety of attractions available, there is an adventure for everyone at Highlands. Choose from the Jurassic Safari Park, Lamborghini Fast Dashes, the famous Highlands Taxi rides, U-drive experiences, go karts, dirt buggies, and more — you can't go wrong. To give them an experience they'll never forget, visit [highlands.co.nz](http://highlands.co.nz) to purchase a gift card now.

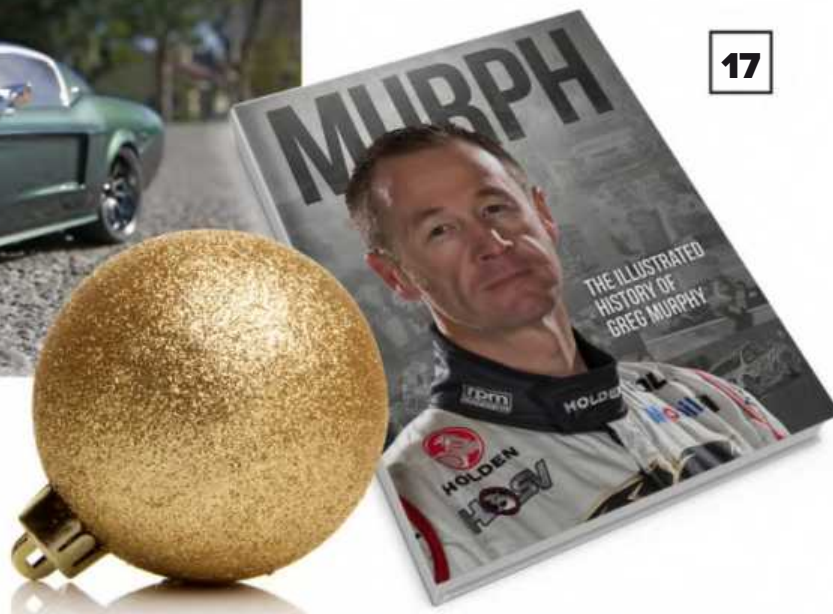
14

Give the ultimate motor sport gift experience this Christmas with a Drivers Day experience voucher. Whether you want to feel the incredible acceleration and cornering abilities of a race-prepared V8 Holden at Pukekohe, drive a Formula One-style race car to get your adrenaline pumping, do hot laps in a Ferrari F430, or just drive the new 2014 BMW M3, Drivers Day has a dream motor sport experience option for everyone. Book for yourself — or give a voucher, valid for 15 months, as a personalized gift — by visiting [driversday.nz](http://driversday.nz). Prices start from \$175.

15

Never leave home again without the PowerAll Supreme jump starter and mobile power pack. Able to jump-start up to eight-litre petrol and four-litre diesel engines, it is a 16000mAh portable, rechargeable battery — with maximum jump-start current of 600A. Coming with dual 2.1A USB charging outputs, it has a standby battery life of up to six months, and advanced, built-in current and circuit protection to ensure the safety of your vehicles. The PowerAll Supreme is available from PlaceMakers, Farmlands, Corys Electrical, Smart Marine stores, Repco, Hunting and Fishing, and more. For additional information, visit [weseechange.co.nz/powerall](http://weseechange.co.nz/powerall).





## VATERRA 1:10 ON-ROAD READY-TO-RUN KITS

16

Prosport-RC stocks a range of fantastic radio control kits — from Sylvias to Skylines, Camaros to Mustangs — with everything you need in the one box. The kits include a 2.4GHz radio, plus batteries and charger, and are licensed by the manufacturers. With full New Zealand parts and service support on all its products, Prosport-RC has everything you need to do with radio control cars, parts, and accessories. Prices for these 1:10 scale ready-to-run kits start at only \$299. For more information, visit [prosport-rc.co.nz](http://prosport-rc.co.nz).

## MURPH'S FAST-PACED READ

17

As Greg Murphy is one of New Zealand's most celebrated motor sport characters, it should come as no surprise that he is launching a new book, titled *Murph: The Illustrated History of Greg Murphy*. Murph is perhaps best-known for his famous 'Lap of the Gods' — when he clocked a lap of 2:06.8594 around Mount Panorama — in 2003, a record that would stand until 2010, when it was finally broken by Craig Lowndes. Of course, Murph's life both on and off the track extends far beyond his seat time in a V8 Supercar — read all about it in his 196-page illustrated autobiography, available from [ad42.com.au](http://ad42.com.au).

## DRIVE RUSH

18

Give the most exciting experience on four wheels this Christmas. Drive Rush allows you to jump a car ramp to ramp, do 360- or up to 1440-degree spins on a special skid mat, or even do a forward 360-degree front flip in a car. Experience all the slides, spins, and near misses in a safe and managed environment — while appearing to be out of control — and learn better car skills at the same time. For an experience and adrenaline rush like no other, contact Drive Rush now by emailing [peter@driverush.co.nz](mailto:peter@driverush.co.nz), or visiting [driverush.co.nz](http://driverush.co.nz) for more information.





**OWNER:** JAMES SHERER **LOCATION:** CHRISTCHURCH  
**OCCUPATION:** BUILDER

**NZPC:** Hey James, good work on taking out best Rotary conversion at the V 4&Rotary South Island Champs. When did you start the KE70 project?

James: Hey guys, yeah I'm stoked with the award. I've had the car for almost a year now, but it was off the road for nine years before that. It's finally ready for action.

**NZPC:** We understand the KE is completely original apart from the obvious driveline upgrades – who used to own it?

James: An elderly woman had owned it since new. I've tried to keep the original look, as it is in near perfect and original condition, right down to the factory radio.

**NZPC:** What made you convert to a rotary engine?

James: A DX Corolla with a rotary in it was always my dream car. I'm finally living the dream!



**NZPC:** Has it been a tough road getting the engine to perform as it is now?

James: It wasn't running well after the conversion was completed, but, thanks to RE Sinclair, it's now running on form. On the dyno, it spun up 135kW (182hp) at the wheels, which isn't bad for a little 12A.

**NZPC:** What's next for the Corolla project?

James: I'm just going to tidy a few things up, install the back louvre, but mainly just enjoy it. Credit goes to my friends Murray, Jane, Colin, Maxine, Matt, and all the others who have helped me with the build.

**Thanks for hanging with us, James, we hope your trip back to Christchurch goes smoothly!**

**MAKE/MODEL:** 1983 Toyota Corolla DX (KE70)

**ENGINE:** Mazda 12A, full-cut bridge-ported plates, fuel-pressure regulator, Holley Blue fuel pump, alloy radiator, oil cooler,

**DRIVETRAIN:** RX-7 S1 five-speed gearbox

**INTERIOR:** Factory

**EXTERIOR:** Factory

**SUSPENSION:** Dobi super-low springs, shortened gas shocks

**WHEELS/TYRES:** 14x7-inch SSR MK1s, 195/55R14 Toyo T1Rs



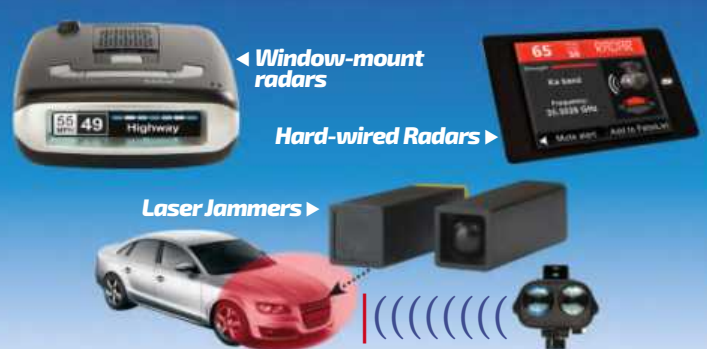
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**OWNER:** BRYCE CRESSWELL **LOCATION:** AUCKLAND  
**OCCUPATION:** MECHANICAL ENGINEERING STUDENT

**NZPC: Hey Bryce, good to see a BMW tastefully modified. Tell us, what made you choose BMW in the first place?**

Bryce: I've always been a fan of BMW, and, with its history in motorsport, it seemed [like] a perfect platform to start with and build on. I liked the look of the E36, and it also has a near-perfect weight distribution, so it handles very well, even when it had the factory suspension parts.

**NZPC: What were your modification plans from the get-go?**

Bryce: My original plan for this car was as a low-budget track-day car. I wanted something I was able to drive to track-day events and also just enjoy driving the streets in during the weekends.

**NZPC: What Japanese car is the engine and handling comparable to?**

Bryce: The engine in the 318is is not too different to inline-four engines produced by Toyota and Nissan. Even the exhaust note has a JDM sound to it when compared with the BMW six-cylinder engines. This car probably shares similarities with the non-turbo SR20DE Nissan Silvia of the same era.

**NZPC: Do you find that it's difficult**

**finding parts for a European car, or has it been fairly straight forward for the E36 platform?**

Bryce: It's not difficult to find second-hand parts for European cars; however, it is often difficult to find parts that are still in good condition. Parts for the E36 like door cards are particularly hard to find still in good condition, so it was a matter of waiting for the right part to come up for sale. I was surprised to find how available performance parts are for the E36 in New Zealand. I found I was able to get the coilovers, camber arms, and seat brackets to suit an E36 BMW within Auckland.

**NZPC: Do you have any plans to race and further modify the BMW, or is it purely a street-only vehicle?**

Bryce: The plan is to race this car at track-day events. The car has only been on the streets [in] the last month, so I haven't had an opportunity to take the car out on the circuit yet, but I can't wait to see how it performs. The long-term plan for this car is ... an engine swap for more power. I think it's important to get used to how this car drives and handles before adding the extra power.

**NZPC: Thanks for taking the time to have a chat about your project, Bryce.**



**MAKE/MODEL:** 1992 BMW 318is (E36)

**ENGINE:** M44B19 1900cc four-cylinder, Simota air filter with carbon cover, stainless-steel headers, Coby resonator, 2.25-inch Remus cat-back exhaust system, twin three-inch exhaust tips, Fenix Auto Parts alloy radiator, electric fan, chipped ECU

**DRIVETRAIN:** Getrag five-speed manual

**INTERIOR:** Stripped, Sparco Corsa fixed-back seats, NZKW seat brackets, Sparco 300mm steering wheel, NRG quick-release kit, suede shift boot and handbrake covers, NZKW FIA-approved four-point

harnesses, MotorSport New Zealand-approved four-point half cage

**EXTERIOR:** M-tech front bumper, front lip, rolled guards, complete respray in factory Brilliantrot red

**SUSPENSION:** BC BR Series coilovers, BC adjustable camber plates, Hardrace adjustable rear camber arms, M-tech sway bars front and rear

**WHEELS/TYRES:** Street: (F) 17x9-inch (+42) Autostrada Modena, 20mm spacer; (R) 17x10.5-inch (+20) Autostrada Modena; track: (F) 17x8-inch BMW M-Sport E90, (R) 17x9-inch BMW M-Sport E90; (F) 215/40R17 Falken FK452, (R) 245/35R17 Falken FK452







# OEM INTEGRATION AND BASS-BOOSTING

## HOW TO CONTROL YOUR MODERN FACTORY AUDIO SYSTEM



It's been a long time since we've run an audio tech feature because, let's be honest, there are only so many times you can throw a sub and amp into the boot of your car. However, it seems the audio world has changed significantly since the last time we covered this issue, with late-model cars requiring much more than a

simple head unit change to get the sounds cranking, as most aren't removable. So, how do you get your late-model car to crank? We spoke to Patrick Artus from Rapid Radio, to find out.

He had a solution for those who have just purchased a late-model vehicle and want to get the most out of the audio set-up. He said that nearly all late-model vehicles have a built-in media player, which is no good for the DIY tuning enthusiast who likes to pull things apart and upgrade as money allows. But you can improve on it, and one answer lies with one of Audison's most versatile and commonly installed products, the Audison AP8.9 bit amp.

This is one of few options you have if you can't pull the head unit out of your late-model vehicle, yet want to have things cranking and customized. 'OEM integration' is where it's at right now in the audio scene, and the AP8.9 bit has the ability to connect with virtually any OEM system, even ones with built-in signal processing, thanks to its de-equalization capabilities.

Being able to adjust audio levels via a laptop and crank things up with a powerful amplifier is what the AP8.9 bit is all about. It features eight amplified channels, and you can run numerous speakers off it, eliminating the need for the less than ideal factory amplifier.

In most cases, the factory amplifier and subwoofer (if equipped) can be removed. Once the AP8.9 bit is installed in a convenient location, the factory head unit simply becomes an interface that sends orders down the line to the über-powerful Audison unit.

If you want more bass and power than the AP8.9 bit can deliver, you can run another amplifier and subwoofer from it, to expand the capability of this compact unit even further.





Next, assuming you are like most space-conscious people nowadays, and don't want dual 18-inch subwoofers in custom-ported enclosures, what can you do to get that added bass?

Those dual 18s have been pretty much relegated to history, although Rob says they're the odd big SPL set-up from time to time. But these days, slim, high-power 10-inch subwoofers are the business, and sell as soon as they're put on shelves.

He also showed us the most common set-up, one usually installed in conjunction with an Audison AP8.9 bit unit — in a Mazda MPS, for example — the Clarion UB2522XR 10-inch subwoofer, which retails for \$249. Magnet technology has come a long way since the

early 2000s, so audio manufacturers are able to produce high-power 10-inch woofers that are almost twice as thin as their elder brothers which produce the same amount of bass, for the same coin. Combined with a compact amplifier which can be installed in the spare-wheel well or under a seat, such as the Alpine MRX M55 amplifier, you have a kick-arse set-up that will out-power most bulky 12-inch units.

Other trick additives such as the Alpine RUX-knob allow subwoofer-only gain control on the fly, and can be installed in a discreet location.

Next issue we'll take a look at how far laser jamming and radar technology have come. We assure you, that's quite a way since you last picked up a Valentine, or a similarly bulky plug-in unit.

**WHEN IT COMES TO INTELLIGENT COMPACT UNITS, YOU CAN'T GO PAST THE AUDISON AP8.9 BIT. IT'S SMALL ENOUGH TO FIT IN THE BACK OF THIS LAMBORGHINI, YET HAS THE POWER TO RUN EIGHT SPEAKERS AND HAS AN ADDITIONAL SUBWOOFER-OUT FUNCTION.**





# AMY LEE

AGE: 24

LOCATION: Wellington

FAVOURITE D1NZ DRIVER: Fanga Dan

FAVOURITE CARS: Mercedes-Benz, Range Rovers, BMWs, Rolls-Royces, Lamborghinis ...

LEAST FAVOURITE CARS: Minis, people movers, VWs, Prius

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## UNDER CONSTRUCTION



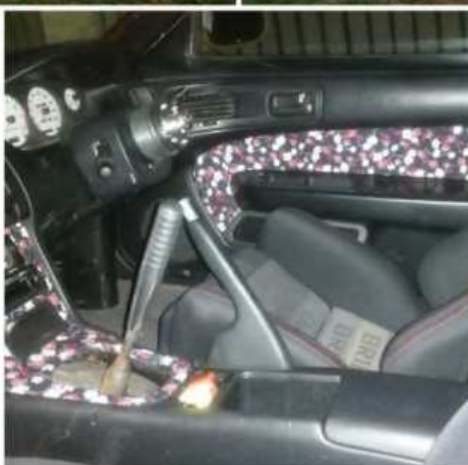
### SUPER SLAMMED 1200

After someone pulled out in front of Anton Furer in his 1981 Datsun 1200 ute, it was written off by the insurer and destined to be turned into scrap metal. However, Anton just couldn't let that happen, so bought the Datsun back off the insurance company and started a complete resurrection. So far, Anton has fabricated and grafted a Datsun 510 sedan rear end onto the ute, which was no easy task, as it had to be shortened to fit with custom brackets. The 510 rear end now features adjustable gas shocks, with damper control, and it'll soon see adjustable camber and toe adjustment, thanks to some clever fabrication. To match the rear end, the front now runs a set of coilovers for maximum adjustment. The Datsun now also rolls on SSR MKII wheels, which were imported from Japan. The factory A12 motor will still power the 1200 ute, but it will get a rebuild and a bit of a tickle-up to get a little more power from it. The ute will be backed by a five-speed gearbox.



### S-CHASSIS DRIFT

After two years, Auckland Jack Lyons hasn't given up on his project. A classy-but-basic drift build, Jack's S14 facelift Silvia is getting its fair share of upgrades throughout various departments. The suspension has been revamped with Parts Shop Max coilovers and C's Garage lower control arms and knuckles. The SR20DET will see a few upgrades — such as a Sinco turbo manifold, an HKS GT-RS turbocharger, a TiAL external wastegate, 750cc Bosch injectors, an oil cooler, a Z32 airflow meter, and an A'PEXi Power FC computer — which should see power rise to around 250kW at the wheels. Jack is currently in the process of relocating the fuse box into the glove box and carrying out a basic rewire; once completed, this should allow him to fire the SR20 up. Inside the cabin, an extended shifter has been installed, a quick-release steering wheel hub, and a Bride replica driver's seat.





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## DITCHING THE NA

Brendan Smith — owner of 'ROT8N3', which was featured in Issue No. 215 — has been working hard lately on his show-condition Mazda RX-3. He says he has a new motor for the RX-3 since doing the photo shoot *NZ Performance Car*.

"I've decided to move on from the NA [naturally aspirated] heart and step into the turbo rotary scene," Brendan told us. Brendan is waiting for some components from Australia — namely, the intercooler, radiator, and oil-cooler modular set-up, which will result in no holes needing to be cut in the body. While the parts have been in transit, several body trims have been restored and painted to as-new condition. Once the turbo set-up is complete, it'll no doubt be packing some serious power, so we'll have to take a closer look when the time comes.



## SR-GANG MAZDA?!

It seems that the ultimate front subframe conversion nowadays is the Nissan Silvia unit, as found in Daniel Prentice's 1983 Mazda 323 wagon. Daniel plans on running the Mazda as a beast of a track car, as it'll soon have an SR20DET engine between the strut towers — not your usual rotary conversion. Rolling on D-windows and steelies, the 323 is no show car, but you do have to admire its rough and ready presence, made better by the exhaust exiting through the bonnet.



## 13B-POWERED DIRT-TRACKER

It's not often a small-capacity turbocharged rotary gets dumped into a full-tube frame dirt-track car, but that's exactly what Mike Wheeler has done with his latest project. The Wheeler family are regulars at Meremere drift track, with no fewer than five machines in their fleet. The off-season build — with a Green Brothers-built 13B,

Link G4, and BorgWarner SX300 — made between 350 and 400kW on 22 PSI and E85 (an exact figure was unable to be produced thanks to wheel spin and tyre shake). By the time you read this, Mike will have covered the fibreglass in mud at the car's first outing of the season. Watch out for a full feature next issue.







# TEAM PICK

## RALLY CROSS BAYPARK STADIUM, TAURANGA, FEBRUARY 27-28

### DECEMBER 6

#### EURO CAR CLUB NZ ANNUAL MEET: MOTOR MADNESS ASB SHOWGROUNDS

If you're a Euro car fan, then you'll probably want to head to the Euro Car Club Motor Madness meet, to be held at ASB Showgrounds. Entry is \$10 — but there'll be more Euros than you can poke a stick at. There will also be awards, food, sponsors' stands, and show-only product deals. So, polish up your Euro and get involved.

### JANUARY 8-9

#### DEMON ENERGY D1NZ NATIONAL DRIFTING CHAMPIONSHIP R2

##### ASB BAYPARK STADIUM, TAURANGA

If the first round of the Demon Energy D1NZ National Drifting Championship held at Manfeild Autocourse hasn't sorted the men from the boys, Baypark most certainly will. If you're into concrete jungles, getting close to the action, and door-to-door carnage, you cannot miss round two. To top things off, summer will be in full swing, and Mount Maunganui is only five minutes down the road!

### JANUARY 9

#### DRIFT JUNKIES: GIRLS DAY OUT HAMPTON DOWNS RACEWAY

Are you a female keen to try drifting in a controlled environment? Drift Junkies is hosting a girl-only drift practice day, with no public admission for a low-pressure environment. Only the entrants will take part in the action. The event will be held on Hampton Downs skid pan, so whether you're a beginner or an expert, there's plenty of room to move. For more information, just search Drift Junkies Girls Day Out on Facebook. The best part is, it's only \$80.

### JANUARY 30-31

#### 2016 V4&ROTARY NATIONALS ASB SHOWGROUNDS, AUCKLAND, AND MEREMERE DRAGWAY, MEREMERE

Believe it or not, the V4&Rotary Nationals is coming up to its 20th birthday, so get ready for a big one! The event will again commence with the show on Saturday and drag racing on the Sunday. If you

want to enter as a club or as an individual, we'd recommend following the event on Facebook or on the website [4androtary.co.nz](http://4androtary.co.nz), as the entry forms are yet to be released. If you have a large club wanting to enter, make sure to get in early, as the club spots always fill up fast.

### JANUARY 29-31

#### DEMON ENERGY D1NZ NATIONAL DRIFTING CHAMPIONSHIP R3 / ZCD SUMMER MATSURI TAUPO MOTORSPORT PARK

The D1 circus makes a return to Taupo this season, only this time it will be under lights as they team up with the ZCD Summer Matsuri. The three day event will see drifting continue into the evening with both grass roots and pro level action on offer. Some driving spots for the Summer Matsuri may also still be available, but hurry as these events sell out every time. Check them out on Facebook for entry details

### FEBRUARY 6-7

#### LEADFOOT FESTIVAL 280 LINK ROAD, HAHEI

Every year, Rod Millen hosts Leadfoot, a festival at which racers from all over the world challenge the record time up his driveway — yes, that's right, his driveway. However, his isn't your ordinary 30-metre driveway; it's so long that some of the world's most competitive rally and hill-climb cars take around 50 seconds to tackle it. Patrick Dempsey, Rhys Millen, Kat Benson, Rod Millen himself, and plenty of others have been announced to contest the hill, so it'll no doubt be a weekend full of competition. Tickets are on sale now at [leadfootfestival.com](http://leadfootfestival.com).

### FEBRUARY 13

#### WAIKATO AUTOFEST MYSTERY CREEK EVENTS CENTRE, OHAUPO

Waikato AutoFest aims to bring big things to the car community. Based at the Mystery Creek Events Centre, the car show will feature an RC zone, a live

DJ, a trade village, an outdoor show and shine run by Untamed Motorsport, a limiter competition, a limbo competition, burnouts, and much more.

### FEBRUARY 13

#### REUNION

##### RICOH TAUPO MOTORSPORT PARK, TAUPO

If you're a Mazda rotary nut, then you'll want to get to REunion in Taupo, on February 13, as last year saw one of the largest rotary gatherings ever seen in New Zealand. Cruising, a show and shine, drifting, and burnouts will all be part of the day, and the best part is: it'll be rotaries only! For more information, search 'Rotary REunion' on Facebook.

### FEBRUARY 14

#### BATTLEMANIA

##### RICOH TAUPO MOTORSPORT PARK

Every year, Battlemania plays host to some serious drift action. With even battle time for competitors a main priority, it's an event that drifters New Zealand-wide are eager to enter, which results in a packed and competitive grid. Taupo is a fact-paced circuit, so get ready for big smoke!

### FEBRUARY 27-28

#### NZ PRIMERA & PULSAR CAR CLUB NATIONAL MEET MANFEILD, FEILDING

Once a year, members of the NZ Primera & Pulsar Car Club get together for a national bash. For Primera fans and Pulsar fans, it's the biggest meet of its kind in New Zealand. Saturday will see the club and enthusiasts meet for an afternoon drive, followed by a car meet-up then dinner. On Sunday, the action will begin with a full-on track day. If you want to take part or join the club, head to [primeracarclub.co.nz](http://primeracarclub.co.nz), or search 'NZPPCC' on Facebook.

### FEBRUARY 27-28

#### RALLYCROSS AT BAYPARK ASB BAYPARK STADIUM, TAURANGA

Rallycross is gaining huge momentum internationally, so it'd be no surprise if it takes off in a similar fashion right here in New Zealand. Ron Dixon, father of Indy Car legend Scott Dixon, is behind the madness, so there's no doubting it'll be an epic event. Details are yet to be announced, but, with an international line-up taking on New Zealand's best rally drivers, it will be worth the admission.

PHOTO: REDBULL



DRIVER	CAR	TIME	MPH	ENGINE	TRIM AS RACED
Reece Fish	1956 Chev Bel Air	7.59	188.00	540ci twin turbo BBC	C16, full slicks
Gary Bogaart	1975 Falcon Coupe	8.67	159.04	408ci Nitrous SBF	C16, exhaust removed, ET Streets
Mike Black	1973 HQ Holden Ute	8.71	158.01	Twin S/C 509ci BBC	C16, exhaust removed, full slicks
Ben Morris	1969 Chev Camaro	8.76	160.46	Procharged 580ci BBC	Avgas, exhaust removed, DOT Hoosiers
Chris Green	1984 Mazda 323	8.84	158.35	13B turbo	Pump gas, full slicks
Aaron Thomas	1954 Ford Pop	8.84	152.00	408ci twin turbo SBC	Avgas, exhaust removed, DOT Hoosiers
Barry Plumptre	1974 HQ Holden	8.91	159.60	Nitrous 565ci SC BBC	C16, exhaust removed, ET Streets
Brendon Shearing	1971 HQ Holden Monaro	8.91	157.00	536ci SC BBC	Avgas, exhaust removed, DOT Hoosiers
Dave Moyle	1990 Ford Falcon XF Ute	9.01	156.00	Nitrous 563ci BFB	C16, ET Streets
Steve Wall	1966 Chev Chevelle	9.17	153.42	Procharged 540ci BBC	C12, exhaust removed, DOT Hoosiers
Rhys O'Mahony	1923 VR Commodore	9.56	137.21	383ci SBC NA	Pump gas, exhaust removed, ET Streets
Dave Reid	1992 Mitsubishi Mirage	9.58	150.00	4G63 turbo	Pump gas, interior removed, ET Streets
Azhar Bhanji	1969 Mazda R100	9.63	145.00	13B turbo	Pump gas, exhaust removed, ET Streets
Shane Ryland	1980 Holden Torana	9.65	140.82	LS2 turbo	Pump gas, exhaust removed, full slicks
Mike Carlton	1973 Chev Corvette	9.57	141.95	540ci SC BBC	Avgas, ET Streets
Darren Riches	1954 Ford Pop	9.66	133.00	540ci BBC NA	Avgas, exhaust removed, ET Streets
Rob McBride	1973 Plymouth Cuda	9.67	139.30	604ci Hemi NA	Avgas, exhaust removed, ET Streets
Mike Black	1993 VR Commodore	9.69	144.01	Vortech S/C 355ci Holden	Avgas, exhaust removed, full slicks
Doug Stewart	1967 Chev Camaro	9.69	139.00	Nitrous 502ci SC BBC	Avgas, ET Streets
Tony Gera	1970 Ford Mustang	9.73	143.40	Nitrous 480ci BFB	Pump gas, exhaust removed, ET Streets
Daniel Southall	1969 Chev Camaro	9.77	141.62	Nitrous 406ci SBC	C16, exhaust removed, DOT Hoosiers
Matt Avery	1974 Mazda RX-3	9.81	142.87	13b turbo	E85, exhaust removed, ET Streets
Glenn Brewer	1972 HQ Holden Ute	9.81	128.04	621ci BBC NA	Avgas, exhaust removed, ET Streets
Warren Black	1972 Holden HQ Monaro	9.81	137.95	555ci SC BBC	Avgas, exhaust removed, DOT Hoosiers
Ben Moorcock	1974 Mazda RX-3	9.85	145.91	13B turbo	Pump gas, DOT Hoosiers
Tony Gera	1971 Chev Vega	9.85	140.00	400ci Nitrous SBC	Pump gas, exhaust removed, ET Streets
Zac Wilkinson	1987 VL Commodore	9.90	138.84	408ci	LS turbo Pump gas, full slicks
Hayden Thorn	1992 Nissan Skyline GT-R	9.97	140.48	RB26/RB30 turbo	Pump gas, ET Streets
Ray Peterson	1970 Ford Mustang	9.97	138.75	417ci NA Windsor	Pump Gas, ET Streets
Ian Rainbow	1950 Chev Coupe	9.98	136.97	Nitrous 572ci BBC	C16, exhaust removed, Dot Hoosiers
Aaron Jackson	1974 Holden Torana	9.99	137.00	496ci BBC NA	Avgas, exhaust removed, Dot Hoosiers

Rules: Cars must be registered and have a WOF, drive back up the return road, have raced within last two years, and still belong to driver who set the time. If you know anyone who should be on the list, make sure to let us know by emailing editor@performancecar.co.nz with their timeslip.

6 CAR  
SECOND CLUB

DRIVER	TEAM	CAR	QUARTER-MILE ET
Rod Harvey	Yuasa / Terry's Chassis Shoppe	Toyota Celica	6.06 @ 384kph (239mph)
Brent Curran	CBR / Castrol EDGE	Mazda RX-2	6.89 @ 326kph (203mph)
Charlie Bates	Rislone / CBR	20B Rail	6.93 @ 310kph (193mph)
Robbie Ward	R.I.P.S Racing	Nissan FED	6.99 @ 310kph (192mph)

7 CAR  
SECOND CLUB

QUARTER-MILE ET	DRIVER	TEAM	CAR
	Cory Abbott	Terry's Chassis Shoppe	Mazda RX-7 Series 6
	Robbie Ward	R.I.P.S Racing	Nissan R32 GT-R MGAWOT III
	Steve Rossen	FC Datalogit	Mazda RX-7 Series 6
	Reece McGregor	Heat Treatments Racing	Nissan Skyline R32 GT-R
	Mike Bradley	HD2 Racing	RWD Mitsubishi Evo
	Stu Lawton	Lawton Exhaust and fabrication	Mazda SP20 13B
	Carl Jensen	C & M Performance	Toyota Supra JZA80
	Rod Harvey	Rayglass Boats	Datsun 1200 Coupe
	Chris Kingstone-Cox	Privateer/Rotamax	Mazda 1300
	Matt Buttimore	CBR	Mazda RX-3 (20B)
	Ben Cox	RSL / NZ Car Parts	Datsun 1200 coupe
	Clinton Lockhead	NZEFT / NAC Insurance	Atered SR20 Dragster
	Tony Markovina	Maz-Sport	Mazda RX-7 Series 5
	Adam Wigg	Thrill Performance	Nissan Skyline R34
	Robbie Ward	R.I.P.S Racing	Datsun 240Z
	Brent Curran	CBR / Castrol EDGE	Mazda RX-7 Series 3
	Glenn Suckling	GDS Motorsport	Nissan Skyline R32 GT-R

8 CAR  
SECOND CLUB

DRIVER	TEAM	CAR	QUARTER-MILE ET
Robert Tynan	Wholesale Cars Direct / Tynan Fabrication	Subaru WRX	8.05 @ 270kph (168mph)
Mathew Buttimore	CBR	Mazda RX-4	8.13 @ 265kph (164mph)
Tony Markovina	Maz-Sport	Mazda RX-3 (20B)	8.13 @ 259kph (161MPH)
Andre Simon	STM / speedtechnz.com	Mitsubishi Lancer Evo III	8.23 @ 289kph (179mph)
Daniel Tye	CBR / Glass Projects / Castrol EDGE	Mazda 323	8.29 @ 256kph (159mph)
Dean Hargreaves	Rotamax	Mazda RX-3	8.30 @ 260kph (162mph)
David Stock	STM / speedtechnz.com	Mitsubishi Lancer Evo IX	8.34 @ 274kph (170mph)
Warren Overton	Kiwi-RE / Redline Performance	Mazda RX-7 Series 3	8.41 @ 254kph (157mph)
Simon Steffek	Exclusive P&P / Xotica.co.nz	Mitsubishi Mirage	8.46 @ 257kph (160mph)
Robbie Ward	R.I.P.S Racing	Nissan R34 GT-R	8.51 @ 260kph (162mph)
Paul Dowdall	NZ Performance	Mazda RX-8	8.54 @ 261kph (162mph)
Dan Johnston	CBR / Demon Energy	Mazda RX-2	8.54 @ 246kph (153mph)
Nyle Buckley	TNRD / Speedsource / Skills 4 Work	Toyota Corona	8.54 @ 247kph (154mph)
Brad Jonson	Privateer	Mazda RX-7 Series 3	8.59 @ 260kph (162mph)
Zohab Razak	Golden Industries	Mitsubishi Lancer Evo III	8.63 @ 260kph (162mph)
Tony Markovina	Maz-Sport	Mazda RX-3 (12A)	8.66 @ 246kph (153mph)
Hilton Bush	Privateer	Mazda RX-2	8.70 @ 248kph (154mph)
Kris Robb	Privateer	Mazda RX-7 Series 4	8.71 @ 240kph (149mph)
Robbie Ward	R.I.P.S Racing	Nissan Stagea	8.76 @ 257kph (160mph)
Nikki Dunlop	STM / speedtechnz.com	Mitsubishi Lancer Evo II	8.76 @ 249kph (155mph)
Dale Buckley / Cam Wheeler	Snap On / DC Racing	Toyota Supra RZ	8.77 @ 259kph (155mph)
Shane Herbert	Maz-Sport	Mazda RX-3 (12A)	8.82 @ 240kph (149mph)
Avon Compton	Privateer	Nissan S13	8.91 @ 244kph (152mph)
Jason Horn	GRP Racing / CBR / VP / VHT	Mitsubishi Lancer	8.95 @ 251kph (156mph)
Jeremy Hewson	Privateer	Toyota Starlet (13B)	8.96 @ 244kph (152mph)

9 CAR  
SECOND CLUB

DRIVER	TEAM	CAR	QUARTER-MILE ET
Stu Rogers	Rapid Performance / HPE / RRP	C33 Nissan Laurel	9.00 @ 247kph (154mph)
Jason Mac	Spec Performance	Mitsubishi Lancer Evo III RS	9.01 @ 251kph (156mph)
Hayden Rowell	Lawton Rotorsport	Mazda 323	9.10 @ 242kph (150mph)
Nathan MacPherson	RE Sinclair / NZ Performance	Mazda RX-7 Series 1	9.22 @ 231kph (143mph)
Robert Liu	LRC Racing / Infomotive	Toyota Supra RZ	9.23 @ 242kph (150mph)
Logan Klenner	Speed Source / Motorsport Engineering	Mitsubishi Lancer GSR	9.25 @ 248kph (154mph)
Paul Norris	Privateer	Ford Escort Mk II	9.25 @ 229kph (142mph)
Joel Marsh	Rotamax	Mazda RX-3 coupe	9.27 @ 238kph (148mph)
Jeremy Abbott	Privateer	Mazda RX-3	9.41 @ 228kph (142mph)
Paul Dowdall	NZ Performance / RE Sinclair	Mazda RX-7 Series 4	9.44 @ 231kph (143mph)
Brendon Keighley	Privateer	Mazda RX-2	9.45 @ 226kph (140mph)
Robbie Ward	R.I.P.S Racing	Nissan Skyline R34 GT-R	9.46 @ 251kph (156mph)
Dave Goodwin	Taupiri Autostore	Mazda RX-3	9.49 @ 225kph (140mph)
Jamie Hansen	Lawton Rotorsport	Mazda RX-2	9.50 @ 227kph (141mph)
Adam Wilson	Redline Performance	Mitsubishi Galant VR-4	9.51 @ 240kph (149mph)
John Shannon	Privateer	Toyota Supra	9.58 @ 226kph (140mph)
Graeme MacDonald	Croydon Wholesalers Racing	Toyota Supra RZ	9.59 @ 225kph (140mph)
Shane Herbert	Maz-Sport	Mazda RX-3 coupe	9.60 @ 238kph (148mph)
Glen Huijs	PPRE	Mazda RX-7 S4	9.64 @ 230kph (143mph)
Kevin Keoghan	NZ Car Parts	Toyota Supra MA70	9.72 @ 227kph (141mph)
Mike Healy	Turbo Vehicles	Mazda RX-7 Series 6	9.77 @ 227kph (141mph)
Geoff Taylor	Choke on the Smoke Racing	Toyota Corolla SR	9.77 @ 224kph (139mph)
Rob Kelly	NZ Car Parts	Toyota Corolla KE25	9.78 @ 220kph (136mph)
Cory Abbott	Privateer	Mazda RX-2	9.82 @ 228kph (142mph)
Jon Peplow	S.P.E.C Performance	Honda Civic EG	9.83 @ 237kph (147mph)
Mazin Shalash	AV Expression	Toyota Starlet	9.84 @ 230kph (143mph)
Ravneel Kishore	Privateer	Mitsubishi Evolution I	9.91 @ 221kph (136mph)
Allister Benson	STM / speedtechnz.com	Mitsubishi Lancer GSR	9.92 @ 234kph (145mph)
Raja Bsthi	Edgell Performance Racing	Mitsubishi Lancer Evo III	9.96 @ 231kph (147mph)
Chris Suttie	NZ Performance.co.nz	Mitsubishi Lancer GSR	9.96 @ 214kph (133mph)
Leon Ruby	Glen Innes Mechanical / PPRE	Mazda RX-7 Series 1	9.98 @ 237kph (147mph)
Matt Locke	STM / speedtechnz.com	Subaru Impreza WRX	9.98 @ 228kph (142mph)
Bryce McEwan	BenQ	Mazda RX-7 Series 6 (NA)	9.98 @ 218kph (136mph)

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# BRENT NIELSON

## ADRENALIN R PERFORMANCE PRODUCTS

WEB: ADRENALINR.COM PH: 06 870 3526

**We've seen the Adrenalin R name around more and more over recent years — can you give us a bit of a rundown on the business?**

Adrenalin R is a manufacturer of stainless-steel performance mufflers for all types of vehicles — road and race cars, motorbikes, boats, planes, all sorts of things. We pride ourselves on quality, and also offer a custom muffler service with a satisfaction guarantee on what we produce. We have a workshop full of specialized machinery and tooling, so we can make almost anything our customers require — and believe me, people require a lot of different lengths and shapes and sizes, with imaginative Kiwis transplanting engines into all kinds of tight spaces!

**How long have you been in business?**

We've been running for six years. The parent company is split into three parts: a general engineering shop, a bike-rack manufacturer, and the muffler side of the business, Adrenalin R.

It's always been our desire to be a specialist in our products, and we're getting closer and closer to that goal, with our products gaining strength in their fields. We're more of a specialized product-manufacturing business now, and we do less general engineering.

**Have you been involved the whole time?**

Yes, that's right. I come from an engineering background. I've got a New Zealand Diploma in Engineering, and also a trade qualification in Engineering Maintenance and Diagnostics. To have a good workshop at my disposal and a business of my own were always goals of mine, so this was a natural progression from spending all my spare time in the shed!

**How did the muffler production come about?**

I've always been into motorbikes and cars, and it came from a love of that. Two of us started the business. We bought a redundant muffler business and turned it into what we wanted it to be. It seemed to us that there was a lack of quality mufflers for rotaries, so we started by building ourselves a rotary and doing a lot of testing on that with different systems. Once we had our muffler design, we just went from there, and we found that they can withstand even sprint boat abuse! I don't think it gets much tougher than that.

**So you now have experience in all types of performance cars, not just the rotaries?**

We have a big following with the rotary community now, but we've also done plenty of custom muffler systems for all types of big-power builds, including Skylines, Silvias, Supras, right the way through to open-wheel race cars, big-power diesels, and plenty of high-performance V8s. We like customers to feel they can contact us on our website, or on the phone as so many do, and talk about their build and the sound they want to achieve. Performance car enthusiasts are a passionate lot. We often receive photos and feedback about their end result after fitting the muffler, telling us how impressed they are with the whole experience.



**So you can change the muffler's design to alter the sound?**

Most definitely — customers often want a larger-diameter system for more flow, but are unsure about how to get the sound they want without having the system too loud. Other customers talk to us before building the complete exhaust system, so that we can make a custom muffler with the sound, look, and performance they are aiming for.

There are plenty of factors to take into account when choosing a muffler. We also do unique baffle systems for extra high flow or deeper exhaust notes. We like to know everything before making a sale to a customer.

**What do you see as your point of difference from the competition?**

We definitely have a point of difference in the build quality, and the fact that we can custom-make mufflers very quickly, so people can get exactly what they want. This helps those who are doing unique conversions, or

who have space restrictions underneath.

People can give us dimensions to work to, and tell us what the engine is and how much power they're making, and we can come up with a solution. We do a lot of that sort of thing. It's sometimes a maze of information and options out there. We try to break it down.

It's a hard one, though: you look at a stainless muffler from China, and from the outside it can look very similar to one of ours, but the internals are very different. Sometimes we struggle to convince people of the reason that prices are different on what they perceive to be the same thing. The difference is that ours will last forever, whereas many of the others will need replacing every season, as they will have blown out the packing.

**And you're constantly working on product development?**

We work very closely with engine builders and the like, learning the capabilities of our products. It's not till you see the mufflers being used on a 745kW car for a season, or on a high-performance boat, that you can be sure that they do stand up to it. We get plenty of feedback from customers, telling us how happy they are with the products. We are always looking to improve what we do, and what we offer to the customer. We also make our own unique muffler mounting straps, and that eliminates the cracked welds for which stainless mufflers are infamous.

We always try and work with people; whenever there's a problem, we work hard to resolve it. As you can imagine, some of the high-power engines produce a huge amount of heat and pressure. Over the years, we've refined the products to make sure they'll last. We've now got some very good systems and technology in place, and that helps a lot — automated seam-welding machines, rotational welding machines, mechanized wrapping machines, and an auto polishing lathe. With all these things, we've really had to engineer and make the tools, as you can't just go out and buy them. We're always refining the technology that makes the product as good as it is.

**Great to hear. Thanks for your time, and all the best for the future.**



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Facebook: [Kiwk Strip Ltd](http://Kiwk Strip Ltd) / 09 828 1462 / 40 Patiki Road, Avondale, Auckland

### CUSTOM METALSHAPERS LTD

Quality workmanship for valuable cars  
[custommetalslayers.com](http://custommetalslayers.com) / 09 274 3574 / 8 Newark Place, East Tamaki, Auckland

## WAIKATO

### MATAMATA PANELWORKS

Award-winning classic car restoration and custom paint work  
[panelworks.co.nz](http://panelworks.co.nz) / 07 888 7831 / 23A Waihou Street, Matamata

### COLLETTS PANEL & PAINT

Specialists in restoring all models of MG and suppliers of new and used MG parts  
[collettspanel.co.nz](http://collettspanel.co.nz) / 07 827 6458 / 43 Shakespear Street, Cambridge

### NGATEA PANELBEATERS LTD

Vehicle restoration specialists  
[ngateapanelbeaters.co.nz](http://ngateapanelbeaters.co.nz) / 07 867 7561 / 12 Pipiroa Road, Ngatea

### MUSCLE CAR FABRICATIONS

Quality restoration, custom fabrication, radiator repairs, fibreglass repairs  
Facebook: [Muscle Car Fabrications](http://Muscle Car Fabrications) / 07 888 4295 / 55 Firth Street, Matamata

## BAY OF PLENTY

### KIWI METAL POLISHERS

Bog-paint and rust removals, plus we polish alloy wheels and housings  
[metalphishers.co.nz](http://metalphishers.co.nz) / 07 347 9728 / 50 Pururu Street, Rotorua

## TARANAKI

### RE AUTOMOTIVE

Paint and mechanical workshop  
Facebook: [RE Automotive](http://RE Automotive) / 06 765 7656 / 32 Fenton Street, Stratford

### CLASSIC AUTO REPAIRS OPUNAKE

We restore classic and vintage cars and do insurance accident repairs  
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## MANAWATU-WANGANUI

### COUNTRY CLASSIC CARS

Old skool bodywork, painting, airbrushing, and all other restoration needs  
[countryclassiccars.co.nz](http://countryclassiccars.co.nz) / 06 324 8884 / 699 Rongotea Road, Palmerston North

### RESTORATIONS UNLIMITED

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[restorationclassiccars.co.nz](http://restorationclassiccars.co.nz) / 06 345 5515 / 199 Ingestre Street, Wanganui

## NELSON

### RODZ, RIDEZ & RESTORATIONZ LTD

Restorations and panelbeating, chassis modification, all rust repairs  
Facebook: [Rodz Ridez Restorationz](http://Rodz Ridez Restorationz) / 03 544 8446 / 12H Gladstone Road, Richmond

## CANTERBURY

### AEROTECH

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[aerotech.co.nz](http://aerotech.co.nz) / 03 384 3629 / 16A Maces Road, Christchurch

### AUTO RESTORATIONS

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[autorestorations.co.nz](http://autorestorations.co.nz) / 03 366 9988 / 52 Stewart Street, Christchurch

## SERVICES

VALUATIONS, INSURANCE, SHIPPING AND TECHNICAL SERVICES



## AUCKLAND

### CAR VALUATIONS NZ LTD

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### AIRONAUT CUSTOMS

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## CANTERBURY

### BRUCE MCILROY LTD

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## OTAGO

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## NATIONWIDE

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## DRIVELINE/ BRAKES

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## WAIKATO

### ROCKET TRANSMISSIONS

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[rockettransmissions.co.nz](http://rockettransmissions.co.nz) / 07 829 8217 / 1313 Horotui Road, Hamilton

## BAY OF PLENTY

### THE KRYSLER SHOP

9-inch housings, performance axles, full-floating hubs, third members, brake kits  
[thekryslershop.co.nz](http://thekryslershop.co.nz) / 07 575 2206 / 8/19 Rerewai Place, Mt Maunganui

## ATTRACTIONS

PLACES TO VISIT, THINGS TO SEE, MUST-STOP LOCATIONS



## WELLINGTON

### SOUTHWARD CAR MUSEUM

The largest and most comprehensive car museum in the southern hemisphere  
[southwardcarmuseum.co.nz](http://southwardcarmuseum.co.nz) / 04 297 1221 / Otihanga Road, Paraparaumu

## MARLBOROUGH

### OMAKA CLASSIC CARS

A living, working display from the 1950s to the 1980s  
[omakaclassiccars.co.nz](http://omakaclassiccars.co.nz) / 03 577 9419 / Aerodrome Road, Blenheim

## OTAGO

### NATIONAL TRANSPORT AND TOY MUSEUM

Rare and unusual aircraft, cars, trucks, motorcycles, fire appliances, military vehicles, and tractors  
[ntmuseum.co.nz](http://ntmuseum.co.nz) / 03 443 8765 / State Highway 6, Wanaka

## COATINGS

HEATPROOF, COSMETIC, CHROME AND SPECIALIST COATINGS & WATER TRANSFER PRINTING



## AUCKLAND

### HIGH PERFORMANCE COATINGS

Exhaust coatings, piston coatings, turbo coatings, and much more  
[hpcoatings.co.nz](http://hpcoatings.co.nz) / 09 267 1007 / Unit 0/62 Mahia Road, Manurewa, Auckland

### OTAHUHU CHROME PLATERS

The chrome restoration experts and specialist metal polishers  
[chromeplaters.co.nz](http://chromeplaters.co.nz) / 09 276 9689 / 20 Hua Road, Otahuhu, Auckland

## MANAWATU-WANGANUI

### SPRAYTEC

Locally owned and operated spray painting, panelbeating, and custom coating  
[spraytecdpn.co.nz](http://spraytecdpn.co.nz) / 06 357 2468 / 34 Bennet Street, Palmerston North

## CANTERBURY

### ELITE POWDER COATING

Ceramic exhaust coating, quality powder-coating, 8x4m sandblasting booth  
[elitepowdercoating.co.nz](http://elitepowdercoating.co.nz) / 03 366 3388 / 41 Leeds Street, Phillipstown

### ESCORT METAL POLISHERS

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[escortmetalphishers.co.nz](http://escortmetalphishers.co.nz) / 03 366 2708 / 21 Maldon Street, Christchurch



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## 2015/16 SEASON

### ROUND 1:

MANFEILD RACEWAY - NOVEMBER 27<sup>TH</sup> - 28<sup>TH</sup>

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### ROUND 2 NIGHT ROUND:

BAYPARK STADIUM - JANUARY 8<sup>TH</sup> - 9<sup>TH</sup>

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### ROUND 3:

TAUPO MOTORSPORT PARK - JANUARY 29<sup>TH</sup> - 31<sup>ST</sup>

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### ROUND 4 NIGHT ROUND:

HAMPTON DOWNS - FEBRUARY 27<sup>TH</sup> - 28<sup>TH</sup>

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### ROUND 5:

CHRISTCHURCH - MARCH 26<sup>TH</sup> - 27<sup>TH</sup>

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### ROUND 6:

PUKEKOHE RACEWAY - APRIL 22<sup>ND</sup> - 24<sup>TH</sup>

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[www.demonenergy.com](http://www.demonenergy.com)



 Facebook: Demon Energy NZ